The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 1216. 日一十月四年五十二緒光 SATURDAY, MAY 20, 1899. 六拜禮 號十二月五英港香 THIRTY DOLLARS PER ANNUM.

THE UNITED ASBESTOS ORIENTAL AGENCY

Sole Agents for the UNITED ASBESTOS COMPANY, LD., LONDON.

DODWELL & CO., LIMITED. General Agents.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL..... 10,500,000
RESERVE FUND..... 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

KOBE. NEW YORK.
LONDON. LYONS.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" 6 " 4 "
" 3 " 3 "

S. CHOH,
Agent.

Hongkong, 7th April, 1899. [382

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
" " 6 " ... 3½ "
" " 3 " ... 2½ "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [3

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. HANKOW.
CHEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % " " 6 "
5 % " " 12 "

E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
E. Burnie, Esq. | D. Gillies, Esq.
Chan Kit Shan, Esq. | KwanHoi Chuen, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 24th March, 1898. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND$10,000,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS.
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.
A. Haupt, Esq. | A. J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Keswick. | E. Shellim, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.

Hongkong, 3rd May, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN, &c.	*Japan**	G. K. Wright, R.N.R.	10 A.M., 22nd May.	Freight or Passage.
SHANGHAI	*Nubia*	G. C. Henning, R.N.R.	About 26th May	Freight or Passage.
LONDON, &c.	*Parramatta*†	A. Symons	Noon, 27th May	Freight or Passage.
JAPAN	*Rosetta**	C. C. Talbot	4 P.M., 27th May	Freight or Passage.
LONDON	*Java*	J. Chellew, R.N.R.	About 1st June	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 19th May, 1899. [5

CLUB WHISKY
IS THE BEST.

$12.00 PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

HONGKONG HOTEL.
BOARD
AND
RESIDENCE.
On Monthly Terms from 1st May, 1899.

CHOICE OLD DINNER SHERRIES.

Telephone 76.

Amontillado (dry delicate)	Red seal.
Solera	Yellow "
La Infanta, (very dry)	White "
Choice (old golden)	Light blue "
Amoroso (old golden)	Green "
Solera Reserva, 1820	Red "

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 12th May, 1899. [15

THE CLUB HOTEL LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager,

Yokohama, 1st October, 1897. [36

W. POWELL & CO.

Ex. S.S. "SHANGHAI"

NEW STOCK OF LADIES'

TRIMMED & UNTRIMMED MILLINERY.

NEW FLOWERS, FEATHERS, LACES, RIBBONS, &c., &c.

Hongkong, 16th March, 1899. [47

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT.....THOS. SKINNER

27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

CITY OFFICE, 7, Duddell Street.

Hongkong, 4th January, 1899. [28

IMMUNITY
FROM
INFECTION.

A DEMAND HAS BEEN CREATED FOR
'ESSETS' FLUID
A PERFECT DISINFECTANT (NON-POISONOUS).

A SURE PREVENTIVE OF ALL KINDS OF CONTAGIOUS DISEASES.

SOLE AGENTS—WATKINS & CO.

Hongkong, 6th May, 1899. [14

THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.
Also Sole Agents for the now well-known JAPANESE TABLE WATER

TANSAN.

FLETCHER & CO.
and
CARMICHAEL & CO.

23)

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on MONDAY, the 22nd instant (WHIT-MONDAY) and on WEDNESDAY, the 24th idem, the Anniversary of the Birthday of Her Gracious Majesty the Queen.

JARDINE, MATHESON & Co.,
General Agents.
CANTON INSURANCE OFFICE, LD.
General Managers.
HONGKONG FIRE INSURANCE CO., LIMITED.

DOUGLAS JONES,
Secretary,
UNION INSURANCE SOCIETY OF CANTON, LD.

W. H. PERCIVAL,
Agent,
NORTH-CHINA INSURANCE CO., LD.

A. S. GARFIT,
Acting Secretary,
CHINA TRADERS' INSURANCE CO., LIMITED.

SHEWAN TOMES & Co.,
Agents,
YANGTSZE INSURANCE ASSOCIATION, LIMITED.

GEO. L. TOMLIN,
Secretary,
CHINA FIRE INSURANCE CO., LD.

W. H. T. DAVIS,
Local Manager,
THE STRAITS INSURANCE CO., LD.

Hongkong, 16th May, 1899. [662a

PROF. H. FRANKEL,
AMERICAN
SURGEON-CHIROPODIST.

UNDERTAKES to extract Corns, and to cure Warts, Bunions and Ingrowing Toe-nails.

TERMS MODERATE.

ADDRESS—54-56 Queen's Road Central.

Hongkong, 1st May, 1899. [588a

BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on MONDAY, the 22nd instant, (WHIT MONDAY), and on WEDNESDAY, the 24th idem, the Anniversary of the BIRTHDAY of Her Gracious Majesty the Queen.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
V. A. CÆSAR HAWKINS,
Acting Manager.

For the NATIONAL BANK OF CHINA, LIMITED,
G. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,
JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. BERINDOAGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,
CHANTREY INCHBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
Agent.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.

Hongkong, 15th May, 1899. [653a

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [18

Intimations.

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 4, Praya Central, at NOON, on TUESDAY, the 30th instant, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 30th instant, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 19th May, 1899. [680a

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE.

A CERTIFICATE for 100 shares numbered 16972/17071 standing in the Register of this Company in the name of Miss ELLEN FARREL BROWN having been LOST, Notice is hereby given that a DUPLICATE CERTIFICATE for the said 100 shares will be issued one month hence, and that the ORIGINAL CERTIFICATE unless produced within that period will thereafter be held by the Company as null and void.

Per pro. SHEWAN, TOMES & CO.,
ANTHONY BABINGTON,
General Manager.

Hongkong, 3rd May, 1899. [606a

NOTICE.

WHY

ARE POLICIES of the EQUITABLE LIFE ASSURANCE SOCIETY of the UNITED STATES to be preferred before those of *any* other Company?

BECAUSE Equitable Polices are to the intending assurers what Consols are the investor.

BECAUSE the Equitable is the strongest Life Company in the world, having over 11 Millions sterling of Surplus, and

BECAUSE Surplus not only means financial strength, but is also the fund from which dividends to policyholders are paid.

BECAUSE Dividends to policyholders must be earned before they can be paid, and during the last ten years the Equitable's Surplus Earnings have been larger than those of any other Company.

BECAUSE during the past five years the Equitable has paid each year more than £400,000 in dividends to policyholders. *No other* Company can point to such a record.

BECAUSE the Policies of the Equitable are paid more promptly than those of *any other* Company.

AND THEREFORE BECAUSE *a man assuring the Equitable secures a contract backed by the Company which is the strongest in the world; which earns greater profits; and which pays its Policies more promptly than* ANY *other Company.*

Assets.....£53,826,937 Stg.
Surplus.....£11,939,685 Stg.

F. KIENE,
Acting Manager,
No. 9, Praya Central, Hongkong.

Hongkong, 21st April, 1899. [549a

Auctions.

GOVERNMENT NOTICE
No. 267.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

THURSDAY,

the 25th day of May, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 6th May, 1899. [677a

Particulars of the letting by Public Auction Sale, to be held on Thursday, the 25th day of May, 1899, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Quantity in Square feet	Annual Rent	Upset Price
	Inland Lot No. 1335.		ft.	ft.	ft.	ft.		$	$
1		Wanchai Road	80.2	80	53.7	60	4,548	57	1,800

GOVERNMENT NOTICE
No. 268.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

FRIDAY,

the 26th day of May, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 6th May, 1899. [677a

Particulars of the letting by Public Auction Sale, to be held on Friday, the 26th day of May, 1899, at 3 P.M., by Order of His Excellency the Governor, of One Lot of CROWN LAND at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	Locality	Boundary Measurements. N.	S.	E.	W.	Quantity in Square feet	Annual Rent	Upset Price
	Inland Lot No. 1335.		ft.	ft.	ft.	ft.		$	$
1		Mong Kok Tsui	298	310	200	200	61,000	610	14,000

To-day's Advertisements.

NOTICE OF REMOVAL.

THE OFFICES of the EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES, South-China Branch, have This Day been REMOVED to No. 9, PRAYA CENTRAL (premises formerly occupied by Messrs. DODWELL & Co., Ltd.)

T. KIENE,
Acting Manager,
South-China Branch.

Hongkong, 20th May, 1899. [683a

OCEAN STEAMSHIP COMPANY.

FOR AMOY.

THE Company's Steamship

"JASON,"

Captain Lycett, will be despatched as above on TUESDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th May, 1899. [681a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Mangers.

Hongkong, 20th May, 1899. [687a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KASHING,"

Captain Hopkins, will be despatched as above on TUESDAY, the 23rd instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 20th May, 1899. [685a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on WEDNESDAY, the 24th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 20th May, 1899. [688a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRAPURA,"

Captain A. Norsfall, will be despatched as above on or about the 29th June.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 20th May, 1899. [686a

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND SINGAPORE.

THE Steamship

"CARDIGANSHIRE,"

Captain A. D. Hadley, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 20th May, 1899. [684a

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF RIO DE JANEIRO,"

are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wanchai, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 27th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 20th May, 1899. [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Madras, *ex* S.S. *Lalpoora*.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 26th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 20th May, 1899. [1 w s

To-day's Advertisement.

NOTICE.

IN THE GOODS OF BOMONJEE PALLONJEE KARANJEEA OF CANTON IN THE EMPIRE OF CHINA, AND LATE OF BOMBAY IN THE EMPIRE OF INDIA, MERCHANT, DECEASED.

NOTICE is hereby given that HIS HONOUR WILLIAM MEIGH GOODMAN, Acting Chief Justice, has, by virtue of SECTION 58 of ORDINANCE No. 3 of 1897, made an order limiting the **31st day of August, 1899**, as the time for CREDITORS and OTHERS to send in their CLAIMS against the above ESTATE.

ALL CREDITORS and OTHERS are, therefore, hereby required to send in their Claims to the Undersigned before the said Date.

M. J. PETELI,
Administrator of the Estate and Effects of the above named deceased.

No. 77, Wyndham Street,
Victoria.
Hongkong, 19th May, 1899. [682a

Intimation.

A. S. WATSON & Co., LIMITED.

MANUFACTURERS OF

AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

Sir Edward Frankland, K.C.B., D.C.L., F.R.S., F.C.S., &c., the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high "degree of organic purity and is "of most excellent quality for "drinking."

A. S. WATSON & Co., Limited,
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, MAY 20, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL.

LONDON, May 18th.

The recent plot in the Transvaal excites universal derision.

THE PEACE CONFERENCE.

The Peace Conference has assembled. M. de Staal has been appointed President. Various speeches were made eulogising the magnanimous motive of the Czar and hoping that his generous scheme might be realized.

LOCAL AND GENERAL.

Monday next being White-Monday and recognized as a holiday, there will be a small issue only of the *Hongkong Telegraph*, to be published at noon.

LUK PAK, a receiver of stolen property, was this morning, at the Magistracy, sentenced to three weeks' hard labour.

MOST of the blue-funnel steamers recently transferred to the German flag at Singapore have had their funnels painted yellow.

WE hear that a law suit has been instituted by a gentleman in Hongkong against the Filipinos for compensation for services rendered.

THE British India Steam Navigation Company intends, the *Straits Times* says, to run steamers monthly between Singapore and Manila. The *Pundua*, the pioneer vessel, is advertised to leave Singapore for Manila about the end of this month.

H.M. FLAGSHIP *Centurion* has challenged Shanghai to cricket, tennis, and other sports to come off at Wei-hai-wei in the first week of June. Colonel Bower's Chinese regiment is also anxious to play Shanghai at polo.—*N. C. Daily News.*

A HOME paper says:—The Secretary of State has just appointed a sanitary inspector for Hongkong in the person of Mr. Joseph Henry Dandy, of Liverpool. His services may be required in connection with the extended territory, the sanitary condition of which may require some looking into.

THE Post Office will be closed on Monday, the 22nd inst. (Whit Monday), and on Wednesday, the 24th inst. (the anniversary of the Birthday of Her Majesty the Queen) except from 8 to 9 a.m. Letters for H.K. Peak and Kowloon may be posted up to 9 a.m., the Night Box will be left open. The Money Order Office will be entirely closed on both days.

A REPORT is current that a scheme for supplying arms to the Filipinos during the week was nipped in the bud by the American authorities in Hongkong, on account of the parties concerned quarrelling and making the project known.

MESSRS. Jardine, Matheson & Co., General Managers of the Indo-China Steam Navigation Co., Ltd., inform us that they are in receipt of a telegram from the Head Office in London stating that at the annual general meeting of shareholders to be held on the 8th June the Directors will recommend a dividend of 6 % and a bonus of 2 % for the year 1898 both free of income tax, and to carry forward £19,000. The balance at credit of underwriting account on 31st December, 1898, was £135,000.

MR. R. de Malherbe, formerly of Messrs. Bovet Bros. & Co., and for some years Secretary of the French Municipal Council at Shanghai, left for Canada, where he proposes to establish himself on a ranch, by the *Laos* on Friday morning, 12th May. He is a fine and fearless horseman, a thorough sportsman in feeling, a great amateur actor, and a genial friend, and his departure is regretted by a very large circle of friends, but it is not likely that he will ever entirely sever his connection with Shanghai.—*N. C. Daily News.*

Sport and Gossip says:—Sportsmen will regret to hear that during last week Mr. Hopehil's Yenesei had to be destroyed owing to that fatal disease glanders. His first bow to the public was made in Hongkong in February last year when he won the Happy Valley Derby. In the Garrison Cup on the second day of the Meeting he was beaten by a head by Queensberry, but the day after he made up for his defeat by winning the Champions. In the spring of 1898 here he was placed third in the Ladies' Purse, and in the autumn of the same year second in the Autumn Cup, the only occasion upon which he has troubled the judge in Shanghai. "The best go first" seems to apply in some cases as regards pony flesh.

AN advertisement in another column announces the changing of the local offices of the Equitable Life Assurance Society of the United States. The offices in future will be found at No. 9, Praya Central, late premises of Dodwell & Co. The Society of late years has made rapid strides in the East, and it only remains now for anybody who wishes to benefit himself in the future, or provide for the welfare of those he leaves behind him when he gives up this mortal coil, to call and see the affable Mr. Kiene, who will put before him the great benefits the Society affords. The following, concerning the Society and those interested, we cull from a Shanghai contemporary:—By reason of its strong local holding anything in connection with the government of the Equitable Life Assurance Society of the United States is of interest to Shanghai. Within the last few days the sad news of the death of its President and founder, Mr. Henry B. Hyde, became known here. One of the last outward signs of respect to his memory was that the American national flag floated at half-mast on the flag-staff on the foreshore of the Bund, opposite the Equitable building for three days. It may be said that this is the first time in the history of Shanghai that such a graceful incident has occurred.—We are informed that the Board of Directors at a meeting held on Wednesday, the 10th inst., elected the Vice-President, Mr. James W. Alexander, to succeed the late Mr. Henry B. Hyde, as President of the Society. Mr. James H. Hyde, son of the late President, was elected Vice-President; Mr. Gage E. Tarbell, Second Vice-President; and Mr. George T. Wilson, Third Vice-President.

MESSRS. BENJAMIN, Kelly and Potts, in their weekly share report state:—The past week has been notable for a continued rise in Hongkong and Whampoa Docks and a further advance in Hongkong and Shanghai Banks, while other stocks have well maintained their positions and in some cases have improved. Banks.—Hongkong and Shanghai Banks improved still further and were sold at advancing rates up to 299 per cent. premium: the market has since reacted slightly and sales have been effected at 298, 297, 296 and 295 per cent premium, closing with buyers at the latter quotation. The London rate of £60 remains unchanged. Nationals have small buyers at $22. Marine Insurances.—Unions, after sales at $220, have been done at $225 and are now wanted at $230. China Traders are firm with buyers at $62. There is no business to report in other stocks under this heading. Fire Insurances.—Hongkong Fires are steady at $312½. China Fires have been sold at $82 and $85. Shipping.—Hongkong, Canton and Macao Steamboats have been done to a fair extent at $29 and close with buyers at $29½. Indo Chinas are quiet and sellers rule the market at $66½. China and Manilas are firm with buyers at $79. Douglas Steamships are steady with buyers at $56½. Star Ferries are quiet at $134. Refineries.—China Sugars have been in fair demand and sales have been effected at $172 and $174. Luzons are enquired for at $53, but no shares appear to be obtainable. Mining.—Punjoms have ruled very firm and only small lots have been obtained at $7¾ and $8. Charbonnages have been placed at $:75 and $180. Jelebus are steady and are obtainable at $10. Raubs have been done at $58½, $59, $60, $60½ and $60¾. Olivers are quiet with no business to report. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have experienced a sharp boom and have advanced to 382 per cent. premium with sales at 381 per cent. and 382 premium. New Amoy Docks have been done at $15½. Land, Hotels and Buildings.—Hongkong Lands after sales at $81 are enquired for at $82. West Points have changed hands at $28 and are wanted. *Hongkong Hotels* reacted slightly and have been placed at $87. Humphrey's Estate have been sold at $9¾ and $10 and close with sellers at the latter rate. China Providents have been taken off the market at $9¾. Cotton Mills.—There is no business to report in stocks under this heading. Miscellaneous.—Green Island Cements have been sold at $24½ and $24¾ and are steady at the latter rate. A. S. Watsons are obtainable at $14½. Electrics have been done at $11¾ and are wanted. Fenwicks are enquired for at $36.

SHIPPING REPORTS.

Capt. A. Vaquier of the French mail steamer *Tonkin* reports having encountered fresh N.E. breeze to Varela, hence variable winds and showers, the sea being rather calm.

Capt. J. F. Messer, of the steamer *Cawnshan*, reports:—Heavy squally weather in Gulf of Siam. Fine and clear in China Sea. Light winds.

RETURN OF ROYAL ENGINEERS FROM THE HINTERLAND.

A number of the party of Royal Engineers who were sent into the Hinterland to erect the telephone line from Taipohu to San Chun returned at 6.30 last night, having completed the work and also assisting at the taking of San Chun. Besides putting up telephone lines the men have been employed in many other useful ways. One party was equipped with photographic apparatus and took some very good views of the villages through which they passed, and also a picture of the flag hoisting at Sam Chun. These photographs when ready will be sent to the War-Office in London. Another party was especially told off for demolition purposes, and carried with them the requisite explosives and electrical gear. As all sappers are put through a course of bridging while at Chatham, the headquarters, there was no difficulty in finding men to construct the pontoon bridges, which proved so useful for the attacking party to cross the river. The pontoons are made of zinc and of very light construction, drawing only a few inches of water, so that it was comparatively an easy matter to bring them from the coast by river. Although the Royal Engineers started back to Hongkong in junks, half an hour after the other troops had left, they managed to get to barracks fully three hours before the other junk parties, the men having been used to rowing and desirous of getting home as quickly as possible catching hold of the oars and rowing themselves.

We are very pleased to say that the Royal Engineers were the happy recipients of a word of praise both from General Gascoigne and the Chief Staff Officer, the latter expressing to Captain Des Voeux, R.E., his admiration for the way in which the men had conducted themselves.

BY THE FRENCH MAIL.

PARLIAMENT.

THE FAR EAST.

HOUSE OF COMMONS.

THE VALUE OF WEI-HAI-WEI.

(From the *L. & C. Express*, April 21st.)

(4th.) In Committee of Supply on the vote of £795,100 under the Navy Estimates for works, buildings, and repairs at home and abroad, Mr. Buchanan asked for information as to the proposed expenditure at Wei-hai-wei. He showed that Admiral Seymour had been asked to send a report home as to the capabilities of Wei-hai-wei, the condition of its defence works, its value as a naval base, and the character of the naval attack against which any provision should be necessary. Had any reply been received from the Admiral, and what was the nature of his recommendations as to defence and the amount of money to be spent? He asked the First Lord of the Admiralty to explain what kind of secondary naval base he proposed at Wei-hai-wei, and what was meant by "sufficient fortification"?

Sir E. Ashmead-Bartlett thought the real answer to the objections raised by the hon. member was that the aggressive movement of Russia in North China had made necessary counter-prepartions on our part. Nobody who understood the extent, importance, and potentialities of our trade in China would doubt that it was our duty to safeguard British interests in that part of the world. He charged Russia, by the manner in which it obtained possession of Port Arthur, with fraud of a very deliberate character. The occupation of Port Arthur was the true explanation and justification of our occupation of Wei-hai-wei.

The Chairman said that the question of what led up to the occupation of Wei-hai-wei could not be discussed. The question before the Committee was, having taken it, what were we going to do with it. (Laughter.)

Sir E. Ashmead-Bartlett said he desired to show that an effective occupation of Wei-hai-wei was necessary to enable us to defend Northern China against the Russians, and, though he would follow the chairman's ruling, he must respectfully protest against it. He hoped that Wei-hai-wei would be fortified and made into a useful secondary base, and that so long as the Russian occupation of Port Arthur lasted our effective occupation of Wei-hai-wei would also last.

Mr. Labouchere said he did not understand that the question of the fortification of Wei-hai-wei was raised in this vote. As he understood it, it was proposed to have a coalshed and a pier and to do a certain amount of dredging. If the First Lord of the Admiralty would say that the granting of the money for those purposes would not prejudice the discussion of the question of fortification, and that he did not contemplate beginning fortifications in the present year, he thought this vote might be passed.

Captain Sinclair pointed out that further money was being spent on Wei-hai-wei in the shape of pay for troops. He understood that when the Army Estimates were under discussion it was agreed that on this vote, not only the naval aspect of the place, but the questions of fortifications also could be discussed.

Sir J. Colomb said that when this port was acquired every one was anxious to know for what purpose it would be applied, and the First Lord of the Admiralty, in answer to a question which he put, said that it had not been surveyed. Obviously it could not be decided what functions a naval port was to fulfil before it had been surveyed. But before the survey had commenced the War Office sent out military officers to determine what were to be the land defences.

Mr. Goschen said that perfect union existed between the departments.

Sir J. Colomb said that was no doubt so, but it was true that before the naval survey was completed the War Office were taking steps in connection with the land defences and he thought that was very unsatisfactory. As far as the information before the House went, it showed that the idea of using this position as a secondary base was an afterthought. It was not intended at first. The result was that a vote was now to be taken for this port, and works were to be begun without the total estimate for the works being before the Committee. Votes for £4,500 for a naval depôt and £4,500 for dredging were being taken, and he wished to know whether they represented the total cost of the works in each case.

Lord C. Beresford, who was received with cheers, said that, as he had lately been to Wei-hai-wei, the Committee might, perhaps, like to hear his views as a naval officer. (Hear, hear.) He thought it was as good a naval base as they could have anywhere—that was to say, if it was made into a proper and efficient naval base. (Laughter.) He meant that the capabilities of the harbour were excellent. It was about the best deep-water harbour in the whole of China, and the only harbour, with the exception of Hongkong, where a battleship could lie close to the shore. (Hear, hear.) A large expenditure of money would not be required to make it perfectly efficient. The embasements which the Japanese left there were in good order. There were three forts in the island and one more fort should be placed there to make the position thoroughly efficient. There was a fort on the mainland which should have guns put into it, and then it would be an excellent place to prevent raids by cruisers or any other hostile action. It was an infinitely better place than Kiao-chow, which would require a very large expenditure of money to make it an efficient naval base at all. His own view was that Wei-hai-wei would not require the expenditure of a very large sum to put it in order. It would require dredging, and the Admiralty in their wisdom had already taken steps in that direction. It had been surveyed, and he hoped the Admiralty would elect that it should be a naval base on the lines suggested by the hon. member for Yarmouth, which would make it essentially a naval base without having the military there at all. Naval bases were very much more important now than in the old sailing-ship days. In those days men-of-war were self-supporting; they carried spare spars, timber to patch up the sides, and extra canvas to make sails. In these days, if a ship went into action—if she survived at all—she must go back to a naval base to repair, and that naval base should be efficient to enable such repairs to be executed. The Admiralty, in his opinion, were very wise in taking Wei-hai-wei. Our other naval base was many hundreds of miles from Port Arthur. He tried to get to Port Arthur during the time he was in China. The Russians invited him there; they offered him a ship, but some question arose at home and he did not wish to create any difficulty by going there. He was sorry he did not go, because he got on remarkably well with the Russians in China, and he dared say he should have been allowed to see as much as he was allowed to see in other places, if not more. (Laughter.) Port Arthur was only eighty-five miles from Wei-hai-wei. That was not a great distance for a torpedo-boat or catcher to go, and they should put Wei-hai-wei into such order as a naval base proper ought to be put into. The First Lord of the Admiralty had distinctly stated that Wei-hai-wei was to be a secondary naval base, and it would not be wise for the Government to incur a large expenditure of money on the place. It was, however, their duty to put it into the position of a naval base, to complete the stores necessary and have the guns mounted which were requisite in order to defend it. There were no guns mounted at present. On the other hand, the Russians had mounted in Port Arthur seventy-one guns already. He did not know what they were for, but as they were mounted he thought we ought to mount guns at Wei-hai-wei. (Laughter and cheers.) As regarded stores there was an excellent coal store there now, and he hoped the Admiralty would increase it. There were capital barracks on the mainland, which the Japanese had left, and which he hoped we should soon occupy, and begin to drill troops there who would be able to efficiently garrison that part of the country. (Hear, hear.) He agreed that an estimate should be made out of the total expenditure that was to be incurred on Wei-hai-wei.

Mr. Austen Chamberlain said he could not at present say when the New Naval Works Bill would be introduced, but it should be obvious to the right hon. gentleman that the adequate discussion of a Bill of such importance must be allowed. He would not enter into any long exposition of the merits of Wei-hai-wei as a naval station. He would only say that he entirely agreed with what his noble friend the member for York had said about the natural capabilities of Wei-hai-wei as a naval station; and he thought he would be able to show the committee that the course which the Admiralty proposed to pursue would extend the advantages of the natural capabilities of the place. The First Lord of the Admiralty had already announced that it was intended to begin with the establishment of a naval depôt at Wei-hai-wei, and to make it a secondary naval base. The hon. member for Aberdeen had asked whether the Admiralty intended to do at Wei-hai-wei what had been done at Malta; and also whether they proposed to do at Wei-hai-wei everything which the Russian might think fit to do at Port Arthur. The works to be executed at Wei-hai-wei would be decided solely in reference to the conditions of the place and the use to which it was intended to put it; and there would be no comparison of the kind the hon. member suggested. Neither did the Admiralty think of establishing at Wei-hai-wei a dockyard of the capacity of the dockyard at Malta. The idea they entertained in regard to Wei-hai-wei was that it should be for the Chinese station something like what Gibraltar was, before the present great extension, for the Mediterranean Station; that it should occupy the same relation to Hongkong that Gibraltar, before the present large extention, occupied to Malta. The Admiralty accordingly proposed to establish there storehouses for portions of the stores of the squadron in Chinese waters, with magazines for portions of the reserved stores of ammunition, and sheds for stocks of coal. They also proposed to improve the anchorage, which was already very good, by gradually dredging out the shallow parts to a greater depth. There was one other respect in which Wei-hai-wei would be of very considerable use to the fleet in Chinese waters. Wei-hai-wei had the advantage of being by far the healthiest station we possess in that part of the world, and the Admiralty accordingly proposed to establish a naval hospital there for the treatment of invalids from the fleet. (Hear, hear.) The Admiralty proposed to proceed with the work by degrees, and they had only taken in the present Estimates such an amount of money as they thought they would be able to spend within the year. The Admiralty had before them reports from the commander-in-chief as to the capabilities of Wei-hai-wei and as to what he recommended should be done there; they had the report of the civil engineer they had sent out, and they also had the advantage of seeing the reports made by the military officers sent out by the War Office. Some misapprehensions seems to exist as to the relations between the War Office and the Admiralty in repect to Wei-haiwei. As a matter of fact the officers sent out by the War Office and the representatives of the Admiralty acted in common under instructions agreed upon between the War Office and the Admiralty and sanctioned by the Government, and there had been from the beginning to the end of the inquiry the fullest agreement between the two Departments as to the objects aimed at and the methods by which they were to proceed. Information had also been asked in regard to the garrison and fortifications at Wei-hai-Wei. At the present time a small garrison of marines was temporarily stationed at Wei-hai-wei, but it was intended that the War Office should as soon as possible take over the land defences and relieve the marines, and of course, that being so, the War Office would also be responsible, as they were in other places, for the forfiications and guns on shore at Wei-hai-wei. As to the dredging operations now in hand at Wei-hai-wei they were being carried out under the directions of the commander-in-chief, subject to instructions which had been despatched to him from home. The deepening of the shallower portion of the present anchorage would be proceeded with by degrees, and there was sufficient work to be done in that way to last considerably beyond the present year, unless more than one dredger were sent out. The commander-in-chief had been authorised to purchase and had purchased certain land in the neighbourhood of the old Chinese naval station for the use of the Admiralty shore establishment. The money for the purpose was obtained out of last year's vote, with the sanction of the Treasury, and the Admiralty were therefore in possession of a compact naval establishment, including not only the piece of land devoted to the purpose by the Chinese, but this further piece of land which was required for necessary extensions. He hoped that next year it would be possible to give the House a full and complete estimate of the whole cost of the works. But in providing in the meantime for carrying on the works during the present year the Admiralty were acting strictly in accordance with the precedent always followed in cases of the kind.

Mr. E. Robertson asked for further information with regard to the works at Wei-hai-wei.

Mr. Austen Chamberlain said he had not specifically mentioned that there were to be small workshops, where artificers of the Fleet could make small repairs, similar to those made at Gibraltar.

Mr. Gibson Bowles expressed disappointment with the statement of the Secretary to the Admiralty, as it left them without any information as to the nature of the establishment to be made at Wei-hai-wei. The First Lord of the Admiralty had told them that it was intended to make Wei-hai-wei a secondary naval base, and it was to be fortified against raids. He wished to know what those fortifications were to be, how far they were to extend, and whether Wei-hai-wei was to be a place where our ships were to be defended by soldiers, or a place where any soldiers that might be there were to be defended by our ships. No information had been given as to the strategical considerations that had guided the Admiralty, nor as to the sense in which Wei-hai-wei was to be used as a station of the Navy. He could not conceive it to be possible to compare Wei-hai-wei with Gibraltar. The treatment of Gibraltar might not be applicable to Wei-hia-wei, because Gibraltar was in the middle of a line of communication, and Wei-hai-wei was at the end of a line of communication. In regard to Port Hamilton, Vice-Admiral Hamilton said, in 1886, "It is no use having such a position and thinking it will not be a costly one." The same criticism applied to Wei-hai-wei. If we were to keep and maintain Wei-hai-wei, the tendency would be to cut up the squadron and expose it to the danger of being attacked in detail. In order to prevent that we must make Wei-hai-wei a safe place, and that would be a costly matter. There was another important strategic consideration which had been pointed out by Vice-Admiral Hamilton—namely, that a naval base should be such an one as would not only give protection to our ships, but would enable them to go to sea with confidence that they would be able to return to their base. The question was, was Wei-hai-wei to be so strongly defended that not only might our ships always find security there, but that that base would be able to maintain itself when our ships were not there, or was it to be a base dependent for its protection upon our ships? That was really a most important matter. Wei-hai-wei was almost entirely commanded by the surrounding land, on which were a number of forts that fell into the possession of the Japanese during their war with China. That circumstance conveyed a pregnant warning. Those forts should be manned by a strong garrison of not less than from 10,000 to 15,000 men, for otherwise they would be exposed to very considerable danger. Was that the project of the Admiralty in conjunction with the War Office?

Sir C. Dilke said the harbour of Wei-hai-Wei had three entrances, one very narrow, and two very wide indeed. He understood there were nearly four miles of water entrance. It was now the policy of the Admiralty to guard all our anchorages and harbours against the night attacks of torpedo-boats by defences in the nature of bars or booms, but in the case of Wei-hai-wei this was not possible. Were the Admiralty advised that Wei-hai-wei would be safe as a naval depôt with an entrance four miles wide undefended against torpedo attack in the way found necessary for other harbours at a similar distance from a possible attack? The other question he would ask concerned the supposed balance of strength between this new base and the Russian base at Port Arthur, and raised a very important question. When this port was first occupied by us the Duke of Devonshire in another place stated that the Government's policy was to offer the use of this base to the Chinese fleet, and claimed that it would be a support to our policy of occupation to bring about such an understanding between ourselves and the Chinese. Was that policy of offering the use of Wei-hai-wei to the Chinese being continued? At Port Arthur there was a great dock in actual use, and basin, appliances such as it would be enormously costly to create at Wei-hai-wei, where neither at present existed. They understood from the latest despatches laid before Parliament that the Russians had offered the use of Port Arthur to the Chinese, subject to the condition that such officers employed on their ships who were Europeans must be Russian subjects. They ought, he thought, to be informed whether, without dock or basin, there was much probability that we should be able, without enormous expenditure, to make Wei-hai-wei a base for the Chinese fleet.

Admiral Field said the hon. member for King's Lynn, as he had quoted Admiral Vessey Hamilton, might have quoted his observations in regard to Wei-hai-wei. The Admiral had laid it down that Wei-hai-wei was an admirable naval base, because it was nearest to our point of attack. The noble lord the member for Cork, had done good service in pointing out what were the defects, and he understood that one or two more forts were wanted. This, however, was a matter for experts, and a Royal Engineer had been sent out there by the Government.

Mr. Buchanan moved the reduction of the vote by £9,000 in respect of the works at Wei-hai-wei.

Mr. Allan was not satisfied with the entry in the Estimates in reference to Wei-hai-wei. Nor could he understand what was meant by a secondary naval base. Small repairs had been alluded to, but did those include making good such damages as a ship might sustain in action? If the port was to be merely a coaling station, then it was not worth fortifying. Having got the place, we should make the best of it, and the Admiralty should submit an estimate for making it a first-class naval base, including, besides a coal depôt, machine shops and appliances, graving docks and the means for overhauling vessels.

Mr. Warner contended that Wei-hai-wei would be a weakness to us, and not a strength. As a repairing station or naval base it would be useless, because there was no dock there, and he protested against Great Britain committing herself to unlimited expenditure on such a place in the future.

Mr. Goschen said the meaning of the motion before the Committee was that nothing should be spent on Wei-hai-wei. The hon. member for Gateshead presented a vista to the Committee of docks, basins, and breakwaters which would involve enormous expenditure. That was not the policy of the Government, which was not proceeding with anything ambitious. They must feel their way gradually and act on the information they got from the other side. A breakwater might

be built at a [illegible] Government [illegible] strategy in these [illegible] vigorous offensive [illegible] Russians did [illegible] secondary naval [illegible] an outlying place [illegible] of coal and [illegible] facilities as a [illegible] but in time of [illegible] means of repairing [illegible] damage, but of placing [illegible] than now, when [illegible] where we could [illegible] to the remarks of [illegible] Lynn, the squadron [illegible] largely increased [illegible] were totally [illegible] the time when the [illegible] existed. If Great [illegible] than she was We [illegible] and not a support. [illegible] was of value to [illegible] of the sea, and it [illegible] that we had supremacy [illegible] approach what had [illegible] to Wei-hai-wei. The station [illegible] convenience to the Navy [illegible] peace, and it was [illegible] former years, because [illegible] had changed, and the North [illegible] attention from its [illegible] to political events [illegible] of Port Arthur, the [illegible] and our interest [illegible] visits of our ships [illegible] must be more frequent [illegible] hitherto. Under these circumstances, it seems to reason that to [illegible] establishment there, where [illegible] and supply themselves [illegible] a safe and good [illegible] climate, was to have an advantage which we must be glad to possess and which we should secure by such works as expenditure [illegible] be necessary. [illegible] to make Wei-hai-wei a strongly-fortified place to which our ships were to fly in case of need. If he had suggested the case to which Wei-hai-wei should be put he could [illegible] was necessary to defend it up to the point [illegible] be no surprise, that a warship should be able to take it, that [illegible] annoy or destroy it, or to take the coal we had there; but they did not think it necessary to fortify it to the extent that it would be a protection to our big [illegible], and there all they were most anxious [illegible] used, and that it should not tie our Fleet in any way. He would go so far as to say that in time of war any great operations were in progress, if the Russians, French, Germans, Japanese, or possibly others were to escape with their squadron [illegible] their fleet from, for instance, Port Arthur or from any naval [illegible] which they might have, and we were in pursuit, it was intended that Wei-hai-wei should be able in the absence of our Fleet to hold its own against any small or sudden attack that might be made upon it. Therefore the overall [illegible] tion must not be stinted. We must have there a certain number of [illegible] with great guns, but not upon any extensive scale, and we must have a moderate garrison there to man the guns and we should require [illegible] for the troops. But the committee were aware that there were a considerable number of buildings already [illegible] at Wei-hai-wei which made it [illegible] to provide the necessary accommodation. They certainly wished to proceed cautiously with their expenditure and not to place a great scheme at present before the committee which might prove to be unnecessary and which the Government themselves did not desire. They had approached the matter from the moderate side and not from the more ambitious side. Various plans had been put before them by their naval advisers, and they had come to the conclusion that we must maintain our supremacy in the Gulf of Pechili and in Chinese waters generally by our Fleets, and that Wei-hai-wei was to be a convenience to us, but not any great protection which was to be looked to as a refuge for our ships. The very severest criticism had been made that the present estimates did not show the total cost. They frankly admitted that they did not show the total cost; their plans were not sufficiently advanced to enable them to [illegible] expenditure was going to be incurred. The chief expenditure was for dredging. Wei-hai-wei was leased to us for ninety-nine years, and it was an anchorage which had been employed already, an anchorage to which our ships would constantly go. [illegible] was not spent on fortifying it or upon constructing a dock to [illegible] sheds there, the inner portion of the water around Wei-hai-wei would be so open that it would be well worth [illegible] asked the Committee to vote that sum. He put it fairly to him [illegible] the Government had not [illegible] But whether they had [illegible] the House of Commons [illegible] tion of voting any [illegible] be asked for either [illegible] Estimates. As he had [illegible] be well spent on dredging [illegible] convenience would be [illegible] which repaired to those [illegible] conduce to the health [illegible] they went there. [illegible] to allow the question of [illegible] over, but he urged [illegible] moderate demand [illegible] made, because he [illegible] in regard to the coal [illegible] said in respect to [illegible] venience, and practically [illegible] in time of peace, as [illegible] could coal there. [illegible] arrangement [illegible] it would be more [illegible] in any other Chinese [illegible] The Committee would [illegible] by this vote, but [illegible] circumstances, [illegible] Service and to the [illegible] station.

Mr. Labouchere [illegible] the most extraordinary [illegible] money that could [illegible] right hon. gentleman [illegible] tion on this account [illegible] the stores and if [illegible] but Wei-hai-wei was [illegible] to resist the attack of [illegible] seemed to him [illegible] trate their efforts [illegible] be defended against [illegible] of attack.

Sir E. Goodrich [illegible] were to be sent out [illegible] draught of water [illegible] ing operation.

Mr. Austen [illegible] dredger, which [illegible] was sent out last [illegible] to a depth of [illegible]

The Committee [illegible] were:—For the [illegible] majority against [illegible] agreed to.

Mr. Goschen [illegible] marks that a breakwater at Wei-hai-wei [illegible] you at either [illegible] the deputation [illegible]

HOUSE OF COMMONS.

(April 17th.) A protracted debate arose on the order for the second reading of the Ministerial Bill to assist the working classes in the purchase of their houses. After speeches by Mr. M'Kenna and Sir J. Pease against, and by Mr. Golloway in favour of the measure, Mr. Asquith, whilst not intending to vote against the second reading, expressed his regret that the Government had not availed themselves of the opportunity to deal effectively with the problem of the housing of the working classes. In reply, Mr. Chamberlain declared that Ministers were modest, and were content to proceed with their reforms gradually. In the interests of the workers of the nation they desired to do for the occupiers of towns in England what had already been done for the holders of small farms in Ireland and of small tenancies in this country. Some Conservatives —Mr. Leighton, Sir J. Blundell Maple, and Mr. Kimber among the number—denounced the Bill, and several Radicals joined in the chorus, Mr. Maddison asserting that the proposals of the Government would do nothing for the very poor, who most wanted help. They were, he said, a mere device for catching the votes of unwary workmen, and for redeeming lavish promises made at the general election. On a division the measure was read a second time by 249 to 69—majority, 180, and thereupon referred to the Standing Committee on Law.

(18th.) During question time reference was made to Samoan troubles, and Mr. Brodrick announced the arrangements which had been made by the three Powers for the purpose of restoring tranquility and order. The Commissioners, he stated, are to exercise supreme authority in the islands, but no action taken by them is to be considered valid unless assented to unanimously. After the Metropolitan Water-Companies' Bill had been read a third time, Mr. Buchanan submitted a resolution affirming that the national expenditure was excessive, and could be reduced without compromising the safety or legitimate influence of the country abroad. Sir Charles Dilke urged the importance of maintaining the efficiency of the Navy, but asserted that the administration of the Army might well be cheapened. Speaking for the Government, Mr. Balfour confessed that he saw no advantage in passing an abstract resolution in favour of economy. Every shilling of the expenditure, he said, received the sanction of Parliament, and it seemed a piece of extraordinary absurdity to invite the House to condemn in gross that which it had been agreed to in detail. On a division the resolution was defeated by 133 votes to 69—majority, 64. Thereupon the House was "counted out."

(19th.) The sitting was occupied with the consideration of the Bill introduced Mr. Dillon for the repeal of the statute popularly known as the Irish Crimes Act. He declared that, inasmuch as universal peace now prevailed in Ireland, the continuance of this obnoxious law was an insult to the people. Mr. Rentoul moved the rejection of the measure, pointing out that Irish Unionists did not demur to the retention of the Act. The Attorney-General for Ireland stated that although the statute was not enforced at present, it formed a weapon which could be used in case of emergency. To it, in fact, was due the peace at which they all rejoiced. The debate was continued by Mr. T. P. O'Connor, Sir J. Haslett, and Mr. Davitt. On a division the measure was thrown out by 220 votes to 41—majority 79.

PRIMROSE DAY.

Primrose-day was commemorated on 19th inst., the eighteenth anniversary of the death of Lord Beaconsfield. His statue in Parliament-square was decorated with floral tributes, and was visited by crowds of people during the day. A large wreath of primroses, sent by the Queen, was received by Mr. Coningsby Disraeli and placed by him upon Lord Beaconsfield's tomb at Hughenden. Mr. E. R. Peacock, of Hongkong, sent his usual floral tribute, inscribed "Peace with Honour," and between five and six thousand persons made a pilgrimage to Hughenden to show their respect for the memory of the deceased statesman. In the afternoon Mr. A. J. Balfour presided at an enthusiastic mass-meeting in the Albert Hall, and dwelt upon the striking growth of the Primrose League and its objects, which he described as "the preservation of the Constitution of the country and the Empire, the maintenance of religion, and the maintenance of the Empire." He said the Established Church had nothing to fear from attack, but he appealed to all to join in moderate counsels to prevent disruption. Mr. Balfour strongly defended the Budget proposals of the Chancellor of the Exchequer, and drew an interesting comparison between the state of the country in 1845 and that existing at the present day. Our expenditure, he claimed, was well within our resources, and left enough to meet all emergencies.

NAVAL AND MILITARY.

The cruiser *Raleigh*, which took part in the battle of Manila last year, arrived at New York from the Philippines on 16th inst. She received a great ovation, and the harbour forts fired a salute.

The following appointments have been made at the Admiralty:—Lieut. C. G. A. Lenny, to the *Immortalité*, to date Oct. 1st. Engineer A. R. Anderson, to the *Tamar*, for the *Handy*, to date April 18th.

The *Rainbow*, cruiser, which was sent to Malta to be refitting owing to pressure of work at Devonport, arrived at Plymouth on 15th inst. in charge of a navigating party. She will be placed in the Devonport Fleet Reserve pending commissioning.

The following notification appears in the *Gazette*:—Colonel (temporary Major-General) H. T. Jones-Vaughan, C.B., on completion of his period of service in command of the troops in the Straits Settlements, is placed on retired pay, and is granted the hon. rank of Major-General.

Captains G. E. Pereira, 3rd Batn. Grenadier Guards, A. J. Hill, 1st Batn. East Surrey, G. F. Menzies, 2nd Batn. South Lancashire, and A. W. S. Wingate, R.S.C., and Lieut. R. T. Toke, 2nd Batn. Welsh Regiment, have been selected for service with the Chinese Regiment at Wei-hai-wei.

The German warship *Cormoran*, bound for Samoa from the Chinese Station, has arrived at Brisbane and reports that on March 23rd she struck on Whirlwind Reef, in Bismark Archipelago, off the coast of New Guinea, and remained fast for six days. At the end of that time she floated, and came on to Brisbane. She proceeds to Sydney for repairs.

The German naval authorities are not yet satisfied with the strength of their squadron in Chinese waters. The powerful cruiser *Hertha* left Genoa a few days ago for Shanghai. She will be Prince Henry's new flagship. She carries a crew of 439 men, and is armed with thirty quick-firing guns. Her arrival will bring the German squadron up to 40,000 tons. The gunboat *Jaguar* will also shortly leave Kiel for the Far East.

It is satisfactory to learn that the *Powerful* made a record passage from Hongkong to Manila recently, averaging over 20 knots. The machinery and boilers all worked capitally. It is apparently simply a question of men getting used to their ship. If anyone could persuade Mr. Goschen as soon as the *Terrible* has received her new tubes, to pack her off to China, or some other distant station, we should probably hear no more of her disablements.

A naval writer in the *Berlin Post* examines the claim lately made in France that with eight submarine boats of the *Gustave Zede* type it would be possible to face the British Navy. The German specialist subjects the plan of action of these submarine boats to exhaustive criticism, and comes to the conclusion that it is next to impossible to rely on the success of their attack. He admits that under certain circumstances in certain eventualities submarine boats might inflict damage, but these circumstances seldom arise. He points out the impossibility of taking aim at a moving target by a boat which can only remain on the surface a few seconds, and doubts very much whether it is possible to take aim at all unless the boat rises oftener than is safe. The writer thinks that the notion that these submarine boats will play an important *rôle* in future naval battles is fantastic, and wonders that the French nation puts such trust in them.

A Paris correspondent gives some further details of the coming adoption of quick-firing artillery in the Russian Army. General Engelhardt, the Inspector-General, after mature consideration, has finally decided on all the details of the new guns, barrels, carriages, projectiles, and explosives, and has even caused several trial batteries to be manufactured at the Alexandrovsk and Pousilov Arsenals. The calibre of the new quick-firing gun is 76 millimètres. The shell weighs 6 kilos 300 grammes, and its initial speed is superior to that of the new French projectiles. General Engelhardt, who is a partisan of high initial speeds, obtains 600 mètres. Each piece fires 16 shots per minute. The weight of the gun has been greatly reduced, and will only be 276 kilos. Including the *avant train* and 36 shells the six horses will have to draw 1,720 kilos.

A Berlin correspondent writes:—The trials which have been going on for several months in the German Naval Department with the object of testing various types of watertube boilers, including the Niclausse (French), the Schultz (German), and the Thornycroft (English) system, have all resulted in favour of the last. The Thornycroft water-tube boilers will, therefore, be adopted for all the new warships. The battleship *Emperor Frederic III.* and the coastguardship *Aegir* have already been finished with these boilers, while the reconstructed second-class battleship *Wuerttemburg* is provided with eight of these boilers.

TELEGRAMS.

(From the *Times of Ceylon.*)

REDUCTION OF CABLE RATES.

LONDON 29th April.

The *Times*, in an article on the Telegraph Rates to India, favours a reduction of 50 per cent. on the present tariff, on the basis of a guarantee to the Cable Companies similar to that made by Australia.

THE INDIAN CURRENCY COMMISSION.

LONDON, 29th April.

The Indian Currency Commission re-assembled yesterday.

FOOTBALL AT HOME.

LONDON, 29th April.

The final Football match played to-day resulted in Aston Villa defeating Liverpool by five goals to nothing, thus securing the League Championship.

THE PACIFIC CABLE.

LONDON, 1st May.

Canada is greatly dissatisfied with the Imperial decision regarding the Pacific Cable, as the Canadians wanted joint contribution in ownership of the Cable, and not an agreement for subsidizing a Company.

THE CAPE-TO-CAIRO RAILWAY.

LONDON, May 1st.

Sir Michael Hicks-Beach has stated that the Government is unable to accept the proposals of Mr. Rhodes for a guarantee towards his railway scheme, and Mr. Rhodes is unable to accept the Government's proposals.

MR. RHODES ON THE FUTURE OF SOUTH AFRICA.

LONDON, May 2nd.

Mr. Cecil Rhodes addressed an immense and enthusiastic meeting of the British South-African Chartered Company to-day. He declared emphatically that Rhodesia, in course of time, would hold her own against the best gold-producing countries in the world. He warmly eulogised the broad-mindedness of the Kaiser, who had generously forwarded his plans. It was the fear of the Little Englanders that prevented the Imperial Government guaranteeing the railway from the Cape to Cairo; but had found the money from practical City men. Mr. Rhodes concluded his speech by declaring that the unrest in South Africa would continue until the Transvaal Government mended its ways.

DEPUTATION AGAINST THE INCREASED WINE DUTIES.

LONDON, 2nd May.

Sir Michael Hicks-Beach, replying to a deputation, said he was unable to modify the Wine Duties, but he would make matters as smooth as possible for the trade.

RUSSIA AND THE PERSIAN GULF.

LONDON, 28th April.

In reply to questions in the House of Commons, Mr. Brodrick has stated that the Foreign Office has no information of any Russian concession at Bander Abbas.

LONDON, 3rd May.

The Persian Minister in London states that the *Times of India's* report regarding the alleged agreement with Russia, whereby the latter secures possession of a port in the Persian Gulf, presumably Bandar Abbas, is absolutely devoid of foundation. Russia has not secured any rights in any Persian ports on the Persian Gulf; and the rumour is as "ill-timed" as many others recently circulated regarding the position of Russia in Persia.

THE OPENING OF THE ENGLISH CRICKET SEASON.

LONDON, May 3rd.

The cricket season commenced yesterday with a match between Surrey and Leicestershire at the Oval.

Surrey's victory by an innings and 53 runs was due mainly to Lockwood's bowling. He took altogether 10 wickets for 37 runs.

THE RECENT TROUBLE IN KOWLOON.

LONDON, May 3rd.

The *Times'* Peking correspondent telegraphs that Great Britain has demanded ample satisfaction for the connivance of the Viceroy of Canton in the recent attacks by the Chinese on the British at Kowloon. The Tsung-li-Yamen places the blame on the Secret Societies.

"THE HERO OF KHARTOUM" APPOINTED TO A COMMAND IN INDIA.

LONDON, May 5th.

The appointment of Colonel Hector Macdonald to the command at Sirhind is announced.

THE PATHAN OUTRAGES IN PESHAWAR.

BOMBAY, May 5th.

Consequent on recent outrages, the Government have ordered the disarmament, as to pistols and daggers, of all trans-border Pathans in all the municipalities and cantonments within the Peshawar division. The rules for disarming apply to all persons not possessing licenses.

LIPTON LIMITED.

LONDON, May 5th.

Lipton, Limited, are paying 11 per cent. for the year, placing to Reserve £45,000, and to capital Reserve £44,261 carried prior to the incorporation of the Company; and carrying forward £4,391.

CANADA AND HER TARIFF.

LONDON, May 5th.

The Canadian authorities are not proposing any changes in the Canadian tariff; and no preferential duties in favour of British teas are proposed.

CORRESPONDENCE.

CONCERNING THE VOLUNTEERS.

Colonel R. B. Mainwaring, Acting Commandant, Hongkong Volunteer Corps, has sent us the following letter:—

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I should like to place on record the gratification it gave the Military Authorities on May 16th, to find how promptly the Employers of labour responded to the call for Volunteers for duty in the disturbed district, notwithstanding the inconvenience and even loss that must have been occasioned.

It will be, of course, well understood that such a call is and can only be made when necessity arises—the greatest care being taken not to interfere with the industries of the Colony.

In this case the Garrison was so reduced that without the services of the Hongkong Volunteer Corps it is possible that the expedition which was so successfully carried out would have to have been delayed till the Troops returned from the Frontier.

In thanking you most heartily for the support you gave on the occasion, I am sure you cannot but be satisfied that the existence of the Corps is a vital necessity to the Colony, and you will have been pleased at the way the Volunteers turned out and the excellence of their behaviour during the whole of a somewhat trying affair.

I have the honour to be, Sir,
Your obedient servant,
R. B. MAINWARING,
Colonel,
Acting-Commandant, H.K.V.C.

Hongkong, 17th May, 1899.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.83	29.74
Thermometer	83	83
Humidity	69	73
Rainfall		

TO-DAY.

Saturday, 20th May, 1899.

Chinese—*11th of 4th moon of 25th year of Kwang-sü.*

Sun—*Rises* 6hr. 6min.
Sets 5hr. 55min.
High water—*Morning* 5hr. 42min.
Afternoon 4hr. 44min.
Low water—*Morning* 11hr. 51min.
Afternoon 11hr. 31min.

ANNIVERSARIES.

1506—Christopher Columbus died.
1843—Sir H. Pottinger invested with the insignia of a K.C.B. at Government House, Hongkong.
1858—Capture of the Taku forts.
1859—The Austrians defeated by the French at Montebello.
1868—The German barque *Lesmona* taken by pirates in the China Sea.
1890—The striking of coins at the Canton Mint commenced.
1897—Armistice of 17 days declared between Turkey and Greece.

TO-MORROW.

—Sunday, 21st May, 1899.—

Chinese—*12th of 4th moon of 25th year of Kwang-sü.*

Sun—*Rises* 6hr. 6min.
Sets 5hr. 55min.
High water—*Morning* 5hr. 56min.
Afternoon 5hr. 57min.
Low water—*Morning* none
Afternoon 0hr. 38min.

ANNIVERSARIES.

1839—The delivery to the Canton authorities of 20,234 chest of opium completed.
1871—The Versailles troops entered Paris.
1873—Destructive tornado at Taiwan, Formosa.
1878—First parade of the Hongkong Volunteer Artillery.
1887—The French mail steamer *Menzaleh* sunk near the Saddles from some accident to her machinery.
1892—Imperial Edict *re* anti-Christian literature issued.
1897—Russian Embassy arrived at Peking.

AGENDA.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass *(Chin.)*, 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

MONDAY.

Whit Monday, Bank Holiday.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian *(Airlie)* to-morrow.
Australian *(Tatyuan)* 22nd inst.
Indian *(Koh-i-nur)* 23rd inst.
American *(Coptic)* 26th inst.
Australian *(Futami Maru)* 27th inst.
Canadian *(Empress of China)* 30th inst.
American *(America Maru)* 3rd prox.
American *(City of Peking)* 13th prox.

* * *

THE steamship *Hohenzollern* left Nagasaki for this port at 4 p.m. on the 18th, and is due here on or about Monday morning, the 21st instant.

* * *

THE Imperial German Mail Liner *Preussen* left Shanghai for this port at 10 a.m. to-day, the 20th, and may be expected here on or about Tuesday morning, the 23rd instant.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Shanghai at 6.30 p.m. yesterday, the 19th, and left at 5 p.m. to-day, the 20th. Due at Nagasaki at 7 a.m. on Monday, the 22nd instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Hongkong Maru	"	"	"
Hyson	"	"	"
U.S.S. *Bennington*	"	"	"
D. Juan d'Austria	"	Cosmopolitan	
Gerard C. Tobey	"	"	
Hokoku Maru	"	"	"

Shipping.

Arrivals.

TONKIN, French steamer, 2,327, A. Vacquier, 19th May,—Marseilles via Bombay and Saigon 17th May, Mails and General.—Messageries Maritimes.

CHWNSHAN, British steamer, 1,281, J. F. Messer, 19th May,—Bangkok via Koh-si-chang 13th May, Rice.—Bradley & Co.

NAM YONG, British steamer, 874, W. Dawson, 19th May,—Singapore 12th May, General.—Chinese.

SACHEM, American bark, 1,267, W. S. Nickels, 19th May,—Shanghai 6th May, General.—Siemssen & Co.

CHEANG CHEW, British steamer, 1,213, Fred Webb, 19th May,—Penang and Singapore 12th May, General.—Order.

JAPAN, British steamer, 2,795, G. K. Wright, R.N.R., 20th May,—London 8th April, and Singapore 13th May, General.—P. & O. S. N. Co.

IDZUMI MARU, Japanese steamer, 2,375, M. J. Carnow, 20th May,—Seattle and Japan 19th April, Flour and General.—Nippon Yusen Kaisha.

CITY OF RIO DE JANEIRO, American steamer, 2,275, W. Ward, 20th May,—San Francisco 20th April, Honolulu 28th, Yokohama 12th May, Kobe 13th, Nagasak 15th, and Shanghai 17th, Mails and General.—P. M. S. S. Co.

NANYANG, German steamer, 983, Th. Lehmann, 20th May,—Swatow 19th May, General.—Douglas, Lapraik & Co.

CARDIGANSHIRE, British steamer, 2,498, Hodley, 20th May,—London 14th March, and and Singapore 13th May, General.—Shewan, Tomes & Co.

BYGDO, Norwegian steamer, 772, C. Brekke, 20th May,—Canton 19th May, General.—Sander, Wieler & Co.

CHOYSANG, British str., 1,194, G. H. Bowker, 20th May,—Canton 19th May, General.—Jardine, Matheson & Co.

CLARA, German steamer, 675, A. Hansen, 20th May,—Haiphong 17th May, and Hoihow 19th, General.—Jebsen & Co.

Clearances at the Harbour Office.

Jason, British str., for Amoy.
Namyong, British str., for Amoy.
Triumph, German str., for Hoihow.
Salvadora, American str., for Amoy.
Choysang, British str., for Shanghai.
Kawachi Maru, Japanese str., for Singapore.
CheangChew, British str., for Amoy.
Zuwena, British str., for Singapore.
Kwoli Lum, British steam-launch, for Samsui.
Hanoi, French str., for Hoihow.
Trigonia, British str., for Shanghai.
Pak Kong, British str., for Canton.
Nippon Maru, Japanese str., for Shanghai.
Bygdo, Norwegian str., for Chefoo.
Haimun, British str., for Swatow.
Chihli, British str., for Shanghai.
Sumidagawa Maru, Japanese str., for Swatow.
Suisang, British str., for Singapore.
Michael Jebsen, German str., for Vladivostock.
Clara, German str., for Haiphong.

Departures.

May 20, *Salazie*, French str., for Europe.
May 20, *Tonkin*, French str., for Shanghai.
May 20, *Pronto*, German str., for Amoy.
May 20, *Thales*, British str., for Swatow.
May 20, *Fushun*, Chinese str., for Canton.
May 20, *Glenlochy*, British str., for Shanghai.
May 20, *Quarta*, German str., for Hoihow.
May 20, *Chihli*, British str., for Shanghai.
May 20, *Salvadora*, American str., for Amoy.
May 20, *Suisang*, British str., for Calcutta.
May 20, *Kawachi Maru*, Japanese str., for Singapore.

Passengers—Arrived.

Per *Chwnshan*, from Bangkok, &c.—20 Japanese.

Per *Cheang Chew*, from Singapore—288 Chinese.

Per *Nanyang* from Swatow—Miss Hasting and 4 children, and 65 Chinese.

Per *Japan*, from London for Hongkong—Capt. E. G. Waymouth, R.A., Lieut. Sidney Smith, R.A., and Mr. J. A. Röye, R.N. For Shanghai—Mrs. Mockler, 2 infants, and nurse, and Mr. and Mrs. Baroth. From Singapore for Yokohama—Capt. Simonds, R.A.

Per *City of Rio de Janeiro*, from San Francisco, &c.—Mrs. Chauncy Thomas, Messrs. W. P. Thomas and servant, Wong Pat Hing and servant, Horace Muspratt, Misses E. Smith, B. Smith, Mr. W. P. Smith, Mr. and Mrs. Alpino McLean, and Mr. J. E. Gibson.

Per *Tonkin*, for Hongkong from Marseilles—Mr. Tamet. From Bombay—Mr. Perry, and Rev. and Mrs. MacGlashan and 2 children. From Colombo—Messrs. Li Lin, Wong Sang, Lee Lock, and Lim Fong. From Singapore—Messrs. W. Dennis, George Muir, Bume, N. J. Weaver, Mr. and Mrs. Percival, Sim Pung Cheong, Max. Samuel, A. W. Stiven, Yeap Eng Teong, J. Monbray Jones, P. E. Shirkey, Nagano, H. Joordan, and 4 Frenchmen in deck. From Saigon—Mrs. Eid, child and amah, Messrs. Charles Dreyfus, and Angrand, and 99 Chinese. For Shanghai from Marseilles—Mr. and Mrs. Casella and child, H. Goldman, Mrs. S. Smullerich, Mrs. S. Brun, Mr. and Mrs. Chollot and child, Messrs. Joseph Rongon, Vit. Burlando, Didier, Volay, Renard, Rebierre, Tremblay, Paumelle, Pettit, Vidal Clavier, Leclerc, Teyssandier, Capt. Percy Smith, England, Sauveur, and C. A. Deichen. From Singapore—Messrs. W. S. Elliott, J. Tsbiter, and H. C. Reid. From Saigon—Father Achille Robert. For Nagasaki from Singapore—Mr. A. L. Sauvage, Mrs. Otaku, Mrs. Okasch, and Mrs. Ohmotsu. From Marseilles—Messrs. Thevenet, Bernard and Matzuo. From Singapore—Mr. P. Derouzier, Mrs. Simon, and Mrs. Okusa.

Departed.

Per *Salazie*, for Saivon—Mr. M. Ray. For Singapore—Mr. and Mrs. Chousel, Messrs. N. Pirelzuoge, E. P. Georgacopulos and T. Silberman. For Bombay—Capt. and Mrs. Jackson. For Marseilles—Messrs. M. Zubeldia, E. G. Oppen, Jose Maria, J. D. S. Saint Alma and 8 Portuguese sailors.

Per *Tonkin*, for Shanghai—Colonel G. F. Browne, Messrs. Ewens and J. Weinberg. For Nagasaki—Mrs. W. G. Humphreys, and Mr. Freeman. For Yokohama—Sister Leclere, Mrs. G. Weinberg, Messrs. M. N. Weinberg and V. Weinberg.

Per *Suisang*, for Calcutta—Mr. Carl Francke. For Singapore—Mr. Wong Kit Chu.

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children it is a marvellous food and medicine. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—[Adv.]

be built at a moderate cost, but the Admiralty did not hold that one was necessary. The Government maintained that the proper naval strategy in these waters must always be a vigorous offensive. They did not rely on Wei-hai-wei in the same sense as, for instance, the Russians did on Port Arthur. It was a secondary naval base in the sense that it was an outlying place where they would have stores of coal and ammunition, and it would have facilities as a station not only in time of war, but in time of peace, while there would be means of repairing not, perhaps, the largest damage, but of putting us in a better position than now, when Hongkong was the nearest point where we could dock our ships. With regard to the remarks of the hon. member for King's Lynn, the squadron at Port Hamilton had been largely increased, and the conditions there were totally different from those prevailing at the time when the objections to Port Hamilton existed. If Great Britain were weaker at sea than she was Wei-hai-wei would be a danger, and not a support. But an outpost of the kind was of value to those who had the supremacy of the sea, and it was from the point of view that we had supremacy at sea that we should approach what had to be done with reference to Wei-hai-wei. The station would be a great convenience to the Navy in time of war and peace, and it was more necessary now than in former years, because our position in China had changed, and the North required more attention from us than it formerly did. Owing to political events through the establishment of Port Arthur, the attitude of the Chinese, and our interest in commerce in the North the visits of our ships to the Gulf of Pechili must be more frequent and in greater numbers than hitherto. Under these circumstances, it stood to reason that to have a moderate establishment there, where our ships might coal and and supply themselves with ammunition, have a safe and good anchorage, and a salubrious climate, was to have an advantage which we must be glad to possess and which we should secure by such moderate expenditure as might be necessary. They did not intend to make Wei-hai-wei a strongly-fortified place to which our ships were to fly in case of need. If he had suggested the uses to which Wei-hai-wei should be put he came to the point how far it was necessary to defend the place. They had to defend it up to the point that there should be no surprise, that no raiding ships should be able to take it, that cruisers should be able to annoy or destroy it, or to take the coal we had there; but they did not think it necessary to fortify it to the extent that it would be a protection to our big squadrons, and, above all, they were most anxious it should not be so used, and that it should not tie our Fleet in any way. He would go so far as to say that if in time of war any great operations were in progress, if the Russians, French, Germans, Japanese, or possible enemy were to escape with their squadron or their fleet from, for instance, Port Arthur or from any naval basis which they might have, and we were in pursuit, it was intended that Wei-hai-wei should be able in the absence of our Fleet to hold its own against any small or sudden attack that might be made upon it. Therefore the word fortification must not be strained. We must have there a certain number of batteries with good guns, but not upon any extensive scale, and we must have a moderate garrison there to man the guns and we should require barracks for the troops. But the committee were aware that there were a considerable number of buildings already to our hand at Wei-hai-wei which made it much more easy to provide the necessary accommodation. They certainly wished to proceed cautiously with their expenditure and not to place a great scheme at present before the committee which might prove to be unnecessary and which the Government themselves did not desire. They had approached the matter from the moderate side and not from the more ambitious side. Various plans had been put before them by their naval advisers, and they had come to the conclusion that we must maintain our supremacy in the Gulf of Pechili and in Chinese waters generally by our Fleet, and that Wei-hai-wei was to be a convenience to us, but not any great protection which was to be looked to as a refuge for our ships. The very natural criticism had been made that the present estimates did not show the total cost. They frankly admitted that they did not know the total cost; their plans were not sufficiently advanced to enable them to know it. What expenditure was going to be incurred? The chief expenditure was for dredging. Wei-hai-wei was leased to us for ninety-nine years, and it was an anchorage which had been employed already, an anchorage to which our ships would constantly go. Even if another penny was not spent on fortifying it or upon constructing a dock or building even coal-sheds there, the improvement of the waters around Wei-hai-wei would be an object which would be well worth the £4,000 which they asked the Committee to vote, and much more. He put it fairly to hon. members opposite that the Government had not got a great scheme. But whether they had a great scheme or not, the House of Commons would have the option of voting any further money which might be asked for either by Bill or through the Estimates. As he had said, this money would be well spent on dredging, inasmuch as greater convenience would be afforded to our ships which repaired to those waters. And it would conduce to the health of the ships' crews if they went there. He asked the Committee to allow the question of the total cost to stand over, but he urged them not to reject the very moderate demand which the Government now made, because he might say almost the same in regard to the coaling of the ships as he said in respect to dredging—it would be a convenience, and possibly even a saving of expence in time of peace, as in time of war, if our ships could coal there. It would be an economical arrangement if colliers met the ships there, and it would be more convenient to coal there than in any other Chinese port or in a Japanese port. The Committee would not commit themselves by this vote, but by it they would, under all the circumstances, add to the convenience of the Service and to the health of the sailors on that station.

Mr. Labouchere said that this was one of the most extraordinary modes of wasting money that could well be conceived. The right hon. gentleman wanted to have fortification on this secondary base in order to defend the stores and a garrison to defend the stores; but Wei-hai-wei was not to be strong enough to resist the attack of a formidable enemy. It seemed to him it would be better to concentrate their efforts on a naval base which could be defended against all reasonable probabilities of attack.

Sir E. Gourley asked whether dredgers were to be sent out at an early date, and what draught of water would result from the dredging operations.

Mr. Austen Chamberlain stated that a dredger, which had been employed at Malta, was sent out last year, and she was to dredge to a depth of 30ft. at the lowest tide.

The Committee divided, and the figures were:—For the reduction, 65; against, 167; majority against, 102. The vote was then agreed to.

Mr. Goschen corrects the report of his remarks that a breakwater might be constructed at Wei-hai-wei "at a moderate cost." I must either have expressed myself badly, or the reporter must have not entirely caught the purport of what I said, for I fear, as a matter of fact, that such a work would be very costly. I am under the impression that I said we had not sufficient information to guide us as to the cost of labour and stone."

ENGLAND AND GERMANY IN CHINA.

(17th.) Mr. Yerburgh asked the Under-Secretary of State for Foreign Affairs whether Germany adhered to her contention of May 13, 1898, that the province of Shantung was not unreservedly open to British enterprise, in consequence of Germany having acquired a special position in the said province, but that the Yangtsze region was still unreservedly open to German enterprise, as Great Britain had not occupied any place in the said region; and whether Germany now recognised that we had a special position in the Yangtsze region, conferring upon us similar privileges to those which she enjoyed in Shantung.

Mr. Brodrick: No communications have taken place with the German Government beyond those published in the recent Blue Book.

THE PEKING-HANKOW RAILWAY.

Mr. Yerburgh asked the Under-Secretary for Foreign Affairs whether the mortgage given by the Peking-Hankow Railway contract to the Franco-Belgian Syndicate on the line in case of default was an infringement of the engagement of the Chinese Government not to mortgage, lease, or cede any territory in the Yangtsze region.

Mr. Brodrick: The views of Her Majesty's Government with regard to the concession for the Peking-Hankow Railway are contained in the telegram to Sir C. Macdonald of June 9, 1898, given on page 117 of the Blue Book China No. 1, 1899. The breach of faith committed by the Chinese Government in the matter was a sufficient justification for the demands of Her Majesty's Government, without consideration of the question whether there had been any infringement of the undertaking in regard to the Yangtsze region.

SUBSIDISED MERCHANT CRUISERS.

Replying to Sir E. Gourley and General Russell, Mr. Goschen said: Notice has been given to terminate the present agreements with the Cunard, White Star, and P. and O. Companies, which are terminable by notice in this financial year, in order to place the Admiralty in the position of being able to review both the conditions of the contracts with the Companies and the selection of vessels to be subsidised—a process which ought to be undertaken periodically. There is no intention of abandoning the policy of these subsidies.

THE DISTURBANCES AT KOWLOON.

(18th.) Lord Charles Beresford asked the Secretary for the Colonies whether he could inform the House if the Chinese soldiers who took part in the affray at Kowloon were Chinese rebels, or troops in the pay of the Viceroy; and in view of this occurrence, and of the strong feeling entertained by the colonists of Hongkong on sanitary and other grounds, whether it was the intention of Her Majesty's Government to take advantage of the clause in the Agreement with China which permitted of the abolition of Chinese administration over the city of Kowloon (within British territory) if military considerations required it.

General Russell asked whether British troops and police, when occupying the newly-acquired territory near Hongkong, on 14th inst., were attacked by a large force of Chinese troops in uniform and armed with guns and rifles; whether there was reason to believe that the Viceroy of Canton and local Chinese officials were cognizant of the action of their troops; and whether Her Majesty's Government intended to exact summary satisfacton and reparation for such an insult to the British flag. The hon. gentleman also asked whether strong representations had been made to Her Majesty's Government by residents in Hongkong, and others best acquainted with the state of matters in that section of China, regarding the danger of leaving the town of Kowloon under Chinese jurisdiction; and whether, in view of what had recently occurred, there was any prospect of the Kowloon agreement being materially revised.

Sir E. Ashmead-Bartlett asked a question on the same subject.

Mr. Chamberlain: I think it would be convenient if all questions relating to the extension of Hongkong were in future addressed to the Colonial Office, as the Colonial Office has now taken possession of the extension. Telegrams received from the Governor state that the opposition was probably connected with secret societies, which are understood to be strong in the neighbouring district. But the flags captured show that the force included some of the Chinese Militia, who were in uniform, and were armed with guns and rifles. There was a further attack yesterday, when two guns were captured, but there was no loss of life on the British side. These hostilities show the difficulties of the situation and, therefore, will necessitate a careful reconsideration of the position.

Mr. Gibson Bowles: Were the two guns captured by the Chinese?

Mr. Chamberlain: No, sir. (Laughter.)

H.M.S. "VICTORIOUS."

Mr. Yerburgh asked the First Lord of the Admiralty whether the bottom of H.M.S. *Victorious* was in such a condition that her speed was reduced by 2½ knots; whether, in consequence of the above circumstances, the *Victorious* was about to be recalled because there was no dry dock under British control in the China seas capable of safely docking her; and whether the Government would take steps to provide efficient dock accommodation.

Mr. Goschen: No report has been received as to the speed of the *Victorious* having been reduced by 2½ knots. The answer to the second question is in the negative. Besides the dock at Kowloon, there is no other dock under British control in the China seas where she could be docked. In the reply to a question by the right hon. baronet the member for the Forest of Dean, I stated that the Admiralty have now under consideration a proposal to construct a dock of their own as part of the dockyard extension provided for in the Naval Works Acts.

A PACIFIC CABLE.

Mr. Hogan asked the Secretary of State for the Colonies whether Her Majesty's Government had now arrived at an understanding or agreement with the Government of Canada and Australasia in reference to the construction of a Pacific cable, as recent proceedings in the Parliament of the Dominion of Canada would seem to suggest.

Mr. Chamberlain: No, sir; the matter is still under consideration.

HOUSE OF LORDS.

GENERAL.

(April 17th.) The House of Lords reassembled after the Easter Recess. It was reported that the Earl of Drogheda had been elected a representative peer for Ireland in the room of the late Lord Dunsany.

(18th.) Several Bills were advanced a stage, including one introduced by Lord Balfour fixing a close time for trout-fishing in Scotland. Two measures dealing with the law of literary and artistic copyright were read a first time. The Earl of Wemyss intimated his intention to question Her Majesty's Government with regard to the decoration of St. Paul's Cathedral.

HOUSE OF COMMONS.

(April 17th.) A protracted debate arose on the order for the second reading of the Ministerial Bill to assist the working classes in the purchase of their houses. After speeches by Mr. M'Kenna and Sir J. Pease against, and by Mr. Golloway in favour of the measure, Mr. Asquith, whilst not intending to vote against the second reading, expressed his regret that the Government had not availed themselves of the opportunity to deal effectively with the problem of the housing of the working classes. In reply, Mr. Chamberlain declared that Ministers were modest, and were content to proceed with their reforms gradually. In the interests of the workers of the nation they desired to do for the occupiers of towns in England what had already been done for the holders of small farms in Ireland and of small tenancies in this country. Some Conservatives—Mr. Leighton, Sir J. Blundell Maple, and Mr. Kimber among the number—denounced the Bill, and several Radicals joined in the chorus, Mr. Maddison asserting that the proposals of the Government would do nothing for the very poor, who most wanted help. They were, he said, a mere device for catching the votes of unwary workmen, and for redeeming lavish promises made at the general election. On a division the measure was read a second time by 249 to 69—majority, 180, and thereupon referred to the Standing Committee on Law.

(18th.) During question time reference was made to Samoan troubles, and Mr. Brodrick announced the arrangements which had been made by the three Powers for the purpose of restoring tranquility and order. The Commissioners, he stated, are to exercise supreme authority in the islands, but no action taken by them is to be considered valid unless assented to unanimously. After the Metropolitan Water-Companies' Bill had been read a third time, Mr. Buchanan submitted a resolution affirming that the national expenditure was excessive, and could be reduced without compromising the safety or legitimate influence of the country abroad. Sir Charles Dilke urged the importance of maintaining the efficiency of the Navy, but asserted that the administration of the Army might well be cheapened. Speaking for the Government, Mr. Balfour confessed that he saw no advantage in passing an abstract resolution in favour of economy. Every shilling of the expenditure, he said, received the sanction of Parliament, and it seemed a piece of extraordinary absurdity to invite the House to condemn in gross that which it had been agreed to in detail. On a division the resolution was defeated by 133 votes to 69—majority, 64. Thereupon the House was "counted out."

(19th.) The sitting was occupied with the consideration of the Bill introduced Mr. Dillon for the repeal of the statute popularly known as the Irish Crimes Act. He declared that, inasmuch as universal peace now prevailed in Ireland, the continuance of this obnoxious law was an insult to the people. Mr. Rentoul moved the rejection of the measure, pointing out that Irish Unionists did not demur to the retention of the Act. The Attorney-General for Ireland stated that although the statute was not enforced at present, it formed a weapon which could be used in case of emergency. To it, in fact, was due the peace at which they all rejoiced. The debate was continued by Mr. T. P. O'Connor, Sir J. Haslett, and Mr. Davitt. On a division the measure was thrown out by 220 votes to 41—majority 79.

PRIMROSE DAY.

Primrose-day was commemorated on 19th inst., the eighteenth anniversary of the death of Lord Beaconsfield. His statue in Parliament-square was decorated with floral tributes, and was visited by crowds of people during the day. A large wreath of primroses, sent by the Queen, was received by Mr. Coningsby Disraeli, and placed by him upon Lord Beaconsfield's tomb at Hughenden. Mr. E. R. Belilos, of Hongkong, sent his usual floral tribute, inscribed "Peace with Honour," and between five and six thousand persons made a pilgrimage to Hughenden to show their respect for the memory of the deceased statesman. In the afternoon Mr. A. J. Balfour presided at an enthusiastic mass-meeting in the Albert Hall, and dwelt upon the striking growth of the Primrose League and its objects, which he described as "the preservation of the Constitution of the country and the Empire, the maintenance of religion, and the maintenance of the Empire." He said the Established Church had nothing to fear from attack, but he appealed to all to join in moderate counsels to prevent disruption. Mr. Balfour strongly defended the Budget proposals of the Chancellor of the Exchequer, and drew an interesting comparison between the state of the country in 1845 and that existing at the present day. Our expenditure, he claimed, was well within our resources, and left enough to meet all emergencies.

NAVAL AND MILITARY.

The cruiser *Raleigh*, which took part in the battle of Manila last year, arrived at New York from the Philippines on 16th inst. She received a great ovation, and the harbour forts fired a salute.

The following appointments have been made at the Admiralty:—Lieut. C. G. A. Lenny, to the *Immortalité*, to date Oct. 1st. Engineer A. R. Anderson, to the *Tamar*, for the *Handy*, to date April 18th.

The *Rainbow*, cruiser, which was sent to Malta to be refitting owing to pressure of work at Devonport, arrived at Plymouth on 15th inst. in charge of a navigating party. She will be placed in the Devonport Fleet Reserve pending commissioning.

The following notification appears in the *Gazette*:—Colonel (temporary Major-General) H. T. Jones-Vaughan, C.B., on completion of his period of service in command of the troops in the Straits Settlements, is placed on retired pay, and is granted the hon. rank of Major-General.

Captains G. E. Pereira, 3rd Batn. Grenadier Guards, A. J. Hill, 1st Batn. East Surrey, G. F. Menzies, 2nd Batn. South Lancashire, and A. W. S. Wingate, R.S.C., and Lieut. R. T. Toke, 2nd Batn. Welsh Regiment, have been selected for service with the Chinese Regiment at Wei-hai-wei.

The German warship *Cormoran*, bound for Samoa from the Chinese Station, has arrived at Brisbane and reports that on March 23rd she struck on Whirlwind Reef, in Bismark Archipelago, off the coast of New Guinea, and remained fast for six days. At the end of that time she floated, and came on to Brisbane. She proceeds to Sydney for repairs.

The German naval authorities are not yet satisfied with the strength of their squadron in Chinese waters. The powerful cruiser *Hertha* left Genoa a few days ago for Shanghai. She will be Prince Henry's new flagship. She carries a crew of 439 men, and is armed with thirty quick-firing guns. Her arrival will bring the German squadron up to 40,000 tons. The gunboat *Jaguar* will also shortly leave Kiel for the Far East.

It is satisfactory to learn that the *Powerful* made a record passage from Hongkong to Manila recently, averaging over 20 knots. The machinery and boilers all worked capitally. It is apparently simply a question of men getting used to their ship. If anyone could persuade Mr. Goschen as soon as the *Terrible* has received her new tubes, to pack her off to China, or some other distant station, we should probably hear no more of her disablements.

A naval writer in the *Berlin Post* examines the claim lately made in France that with eight submarine boats of the *Gustave Zede* type it would be possible to face the British Navy. The German specialist subjects the plan of action of these submarine boats to exhaustive criticism, and comes to the conclusion that it is next to impossible to rely on the success of their attack. He admits that under certain circumstances in certain eventualities submarine boats might inflict damage, but these circumstances seldom arise. He points out the impossibility of taking aim at a moving target by a boat which can only remain on the surface a few seconds, and doubts very much whether it is possible to take aim at all unless the boat rises oftener than is safe. The writer thinks that the notion that these submarine boats will play an important *rôle* in future naval battles is fantastic, and wonders that the French nation puts such trust in them.

A Paris correspondent gives some further details of the coming adoption of quick-firing artillery in the Russian Army. General Engelhardt, the Inspector-General, after mature consideration, has finally decided on all the details of the new guns, barrels, carriages, projectiles, and explosives, and has even caused several trial batteries to be manufactured at the Alexandrovsk and Pousilov Arsenals. The calibre of the new quick-firing gun is 76 millimètres. The shell weighs 6 kilos 300 grammes, and its initial speed is superior to that of the new French projectiles. General Engelhardt, who is a partisan of high initial speeds, obtains 600 mètres. Each piece fires 16 shots per minute. The weight of the gun has been greatly reduced, and will only be 276 kilos. Including the *avant train* and 36 shells the six horses will have to draw 1,720 kilos.

A Berlin correspondent writes:—The trials which have been going on for several months in the German Naval Department with the object of testing various types of watertube boilers, including the Niclausse (French), the Schultz (German), and the Thornycroft (English) system, have all resulted in favour of the last. The Thornycroft water-tube boilers will, therefore, be adopted for all the new warships. The battleship *Emperor Frederic III.* and the coastguardship *Aegir* have already been finished with these boilers, while the reconstructed second-class battleship *Wuertemburg* is provided with eight of these boilers.

TELEGRAMS.

(From the *Times of Ceylon*.)

REDUCTION OF CABLE RATES.

LONDON 29th April.

The *Times*, in an article on the Telegraph Rates to India, favours a reduction of 50 per cent. on the present tariff, on the basis of a guarantee to the Cable Companies similar to that made by Australia.

THE INDIAN CURRENCY COMMISSION.

LONDON, 29th April.

The Indian Currency Commission re-assembled yesterday.

FOOTBALL AT HOME.

LONDON, 29th April.

The final Football match played to-day resulted in Aston Villa defeating Liverpool by five goals to nothing, thus securing the League Championship.

THE PACIFIC CABLE.

LONDON, 1st May.

Canada is greatly dissatisfied with the Imperial decision regarding the Pacific Cable, as the Canadians wanted joint contribution in ownership of the Cable, and not an agreement for subsidizing a Company.

THE CAPE-TO-CAIRO RAILWAY.

LONDON, May 1st.

Sir Michael Hicks-Beach has stated that the Government is unable to accept the proposals of Mr. Rhodes for a guarantee towards his railway scheme, and Mr. Rhodes is unable to accept the Government's proposals.

MR. RHODES ON THE FUTURE OF SOUTH AFRICA.

LONDON, May 2nd.

Mr. Cecil Rhodes addressed an immense and enthusiastic meeting of the British South-African Chartered Company to-day. He declared emphatically that Rhodesia, in course of time, would hold her own against the best gold-producing countries in the world. He warmly eulogised the broad-mindedness of the Kaiser, who had generously forwarded his plans. It was the fear of the Little Englanders that prevented the Imperial Government guaranteeing the railway from the Cape to Cairo; but had found the money from practical City men. Mr. Rhodes concluded his speech by declaring that the unrest in South Africa would continue until the Transvaal Government mended its ways.

DEPUTATION AGAINST THE INCREASED WINE DUTIES.

LONDON, 2nd May.

Sir Michael Hicks-Beach, replying to a deputation, said he was unable to modify the Wine Duties, but he would make matters as smooth as possible for the trade.

RUSSIA AND THE PERSIAN GULF.

LONDON, 28th April.

In reply to questions in the House of Commons, Mr. Brodrick has stated that the Foreign Office has no information of any Russian concession at Bander Abbas.

LONDON, 3rd May.

The Persian Minister in London states that the *Times of India's* report regarding the alleged agreement with Russia, whereby the latter secures possession of a port in the Persian Gulf, presumably Bandar Abbas, is absolutely devoid of foundation. Russia has not secured any rights in any Persian ports on the Persian Gulf; and the rumour is as "ill-timed" as many others recently circulated regarding the position of Russia in Persia.

THE OPENING OF THE ENGLISH CRICKET SEASON.

LONDON, May 3rd.

The cricket season commenced yesterday with a match between Surrey and Leicestershire at the Oval.

Surrey's victory by an innings and 53 runs was due mainly to Lockwood's bowling. He took altogether 10 wickets for 37 runs.

THE RECENT TROUBLE IN KOWLOON.

LONDON, May 3rd.

The *Times'* Peking correspondent telegraphs that Great Britain has demanded ample satisfaction for the connivance of the Viceroy of Canton in the recent attacks by the Chinese on the British at Kowloon. The Tsung-li-Yamen places the blame on the Secret Societies.

"THE HERO OF KHARTOUM" APPOINTED TO A COMMAND IN INDIA.

LONDON, May 5th.

The appointment of Colonel Hector Macdonald to the command at Sirhind is announced.

THE PATHAN OUTRAGES IN PESHAWAR.

BOMBAY, May 5th.

Consequent on recent outrages, the Government have ordered the disarmament, as to pistols and daggers, of all trans-border Pathans in all the municipalities and cantonments within the Peshawar division. The rules for disarming apply to all persons not possessing licenses.

LIPTON LIMITED.

LONDON, May 5th.

Lipton, Limited, are paying 11 per cent. for the year's placing to Reserve £45,000, and to capital Reserve £44,261 earned prior to the incorporation of the Company) and carrying forward £4,391.

CANADA AND HER TARIFF.

LONDON, May 5th.

The Canadian authorities are not proposing any changes in the Canadian tariff; and no preferential duties in favour of British teas are proposed.

CORRESPONDENCE.

CONCERNING THE VOLUNTEERS.

Colonel R. B. Mainwaring, Acting Commandant, Hongkong Volunteer Corps, has sent us the following letter:—

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—I should like to place on record the gratification it gave the Military Authorities on May 16th, to find how promptly the Employers of labour responded to the call for Volunteers for duty in the disturbed district, notwithstanding the inconvenience and even loss that must have been occasioned.

It will be, of course, well understood that such a call is and can only be made when necessity arises—the greatest care being taken not to interfere with the industries of the Colony.

In this case the Garrison was so reduced that without the services of the Hongkong Volunteer Corps it is possible that the expedition which was so successfully carried out would have to have been delayed till the Troops returned from the Frontier.

In thanking you most heartily for the support you gave on the occasion, I am sure you cannot but be satisfied that the existence of the Corps is a vital necessity to the Colony, and you will have been pleased at the way the Volunteers turned out and the excellence of their behaviour during the whole of a somewhat trying affair.

I have the honour to be, Sir,
Your obedient servant,
R. B. MAINWARING,
Colonel,
Acting-Commandant, H.K.V.C.

Hongkong, 17th May, 1899.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.9

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.83	29.74
Thermometer	83	83
Humidity	69	73
Rainfall		

TO-DAY.

Saturday, 20th May, 1899.

Chinese—*11th of 4th moon of 25th year of Kwang-sü.*

Sun—*Rises* 6hr. 6min.
Sets 5hr. 55min.
High water—*Morning* 5hr. 42min.
Afternoon 4hr. 44min.
Low water—*Morning* 11hr. 51min.
Afternoon 11hr. 31min.

ANNIVERSARIES.

1506—Christopher Columbus died.
1843—Sir H. Pottinger invested with the insignia of a K.C.B. at Government House, Hongkong.
1858—Capture of the Taku forts.
1859—The Austrians defeated by the French at Montebello.
1868—The German barque *Lesmona* taken by pirates in the China Sea.
1890—The striking of coins at the Canton Mint commenced.
1897—Armistice of 17 days declared between Turkey and Greece.

TO-MORROW.

Sunday, 21st May, 1899.

Chinese—*12th of 4th moon of 25th year of Kwang-sü.*

Sun—*Rises* 6hr. 6min.
Sets 5hr. 55min.
High water—*Morning* 5hr. 56min.
Afternoon 5hr. 57min.
Low water—*Morning* none
Afternoon 0hr. 38min.

ANNIVERSARIES.

1839—The delivery to the Canton authorities of 20,234 chests of opium completed.
1871—The Versailles troops entered Paris.
1873—Destructive tornado at Taiwan, Formosa.
1878—First parade of the Hongkong Volunteer Artillery.
1887—The French mail steamer *Menzaleh* sunk near the Saddles from some accident to her machinery.
1892—Imperial Edict re anti-Christian literature issued.
1897—Russian Embassy arrived at Peking.

AGENDA.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
Union Church:—Services, 11 a.m. and 6 p.m.
German Bethesda Chapel, West Point:—Morning Service, 11 a.m.
St. Francis' Church, Wanchai:—Mass *(Chin.)*, 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.
St. Anthony's Chapel, West Point:—Mass, 8 a.m.
Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

MONDAY.

Whit Monday, Bank Holiday.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian *(Airlie)* to-morrow.
Australian *(Taiyuan)* 22nd inst.
Indian *(Koh-i-nur)* 23rd inst.
American *(Coptic)* 26th inst.
Australian *(Futami Maru)* 27th inst.
Canadian *(Empress of China)* 30th inst.
American *(America Maru)* 3rd prox.
American *(City of Peking)* 13th prox.

* * *

THE steamship *Hohenzollern* left Nagasaki for this port at 4 p.m. on the 18th, and is due here on or about Monday morning, the 21st instant.

* * *

THE Imperial German Mail Liner *Preussen* left Shanghai for this port at 10 a.m. to-day, the 20th, and may be expected here on or about Tuesday morning, the 23rd instant.

* * *

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Shanghai at 6.30 p.m. yesterday, the 19th, and left at 5 p.m. to-day, the 20th. Due at Nagasaki at 7 a.m. on Monday, the 22nd instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba at Kowloon Dock.
Isla de Luzon " "
Hongkong Maru " "
Hyson " "
U.S.S. *Bennington* " "
D. Juan d'Austria " Cosmopolitan "
Gerard C. Tobey " " "
Hokoku Maru " "

Shipping.

Arrivals.

TONKIN, French steamer, 2,327, A. Vacquier, 19th May,—Marseilles via Bombay and Saigon 17th May, Mails and General.—Messageries Maritimes.

CHWNSHAN, British steamer, 1,281, J. F. Messer, 19th May,—Bangkok via Koh-si-chang 13th May, Rice.—Bradley & Co.

NAM YONG, British steamer, 874, W. Dawson, 19th May,—Singapore 12th May, General.—Chinese.

SACHEM, American bark, 1,267, W. S. Nickels, 19th May,—Shanghai 6th May, General.—Siemssen & Co.

CHEANG CHEW, British steamer, 1,213, Fred Webb, 19th May,—Penang and Singapore 12th May, General.—Order.

JAPAN, British steamer, 2,795, G. K. Wright, R.N.R., 20th May,—London 8th April, and Singapore 13th May, General.—P. & O. S. N. Co.

IDZUMI MARU, Japanese steamer, 2,375, M. J. Carnow, 20th May,—Seattle and Japan 19th April, Flour and General.—Nippon Yusen Kaisha.

CITY OF RIO DE JANEIRO, American steamer, 2,275, W. Ward, 20th May,—San Francisco 20th April, Honolulu 28th, Yokohama 12th May, Kobe 13th, Nagasak 15th, and Shanghai 17th, Mails and General.—P. M. S. S. Co.

NANYANG, German steamer, 983, Th. Lehmann, 20th May,—Swatow 19th May, General.—Douglas, Lapraik & Co.

CARDIGANSHIRE, British steamer, 2,498, Hodley, 20th May,—London 14th March, and and Singapore 13th May, General.—Shewan, Tomes & Co.

BYGDO, Norwegian steamer, 772, C. Brekke, 20th May,—Canton 19th May, General.—Sander, Wieler & Co.

CHOYSANG, British str., 1,194, C. H. Bowker, 20th May,—Canton 19th May, General.—Jardine, Matheson & Co.

CLARA, German steamer, 675, A. Hansen, 20th May,—Haiphong 17th May, and Hoihow 19th, General.—Jebsen & Co.

Clearances at the Harbour Office.

Jason, British str., for Amoy.
Namyong, British str., for Amoy.
Triumph, German str., for Hoihow.
Salvadora, American str., for Amoy.
Choysang, British str., for Shanghai.
Kawachi Maru, Japanese str., for Singapore.
Cheang Chew, British str., for Amoy.
Zweena, British str., for Singapore.
Kwai Lun, British steam-launch, for Samsui.
Hanoi, French str., for Hoihow.
Teigonia, British str., for Shanghai.
Pak Kong, British str., for Canton.
Nippon Maru, Japanese str., for Shanghai.
Bygdo, Norwegian str., for Chefoo.
Haimun, British str., for Swatow.
Chihli, British str., for Shanghai.
Sumidagawa Maru, Japanese str., for Swatow.
Suisang, British str., for Singapore.
Michael Jebsen, German str., for Vladivostock.
Clara, German str., for Haiphong.

Departures.

May 20, *Salavie*, French str., for Europe.
May 20, *Tonkin*, French str., for Shanghai.
May 20, *Pronto*, German str., for Amoy.
May 20, *Thales*, British str., for Swatow.
May 20, *Fushun*, Chinese str., for Canton.
May 20, *Glenlochy*, British str., for Shanghai.
May 20, *Quarta*, German str., for Hoihow.
May 20, *Chihli*, British str., for Shanghai.
May 20, *Salvadora*, American str., for Amoy.
May 20, *Suisang*, British str., for Calcutta.
May 20, *Kawachi Maru*, Japanese str., for Singapore.

Passengers—Arrived.

Per *Chwnshan*, from Bangkok, &c.—20 Japanese.

Per *Cheang Chew*, from Singapore—288 Chinese.

Per *Nanyang* from Swatow—Miss Hasting and 4 children, and 65 Chinese.

Per *Japan*, from London for Hongkong—Capt. E. G. Waymouth, R.A., Lieut. Sidney Smith, R.A., and Mr. J. A. Röye, R.N. For Shanghai—Mrs. Mockler, 2 infants, and nurse, and Mr. and Mrs. Baroth. From Singapore for Yokohama—Capt. Simonds, R.A.

Per *City of Rio de Janeiro*, from San Francisco, &c.—Mrs. Chauncy Thomas, Messrs. W. P. Thomas and servant, Wong Fat Hing and servant, Horace Muspratt, Misses E. Smith, B. Smith, Mr. W. P. Smith, Mr. and Mrs. Alpine McLean, and Mr. J. E. Gibson.

Per *Tonkin*, for Hongkong from Marseilles—Mr. Tamet. From Bombay—Mr. Perry, and Rev. and Mrs. MacGlashan and 2 children. From Colombo—Messrs. Li Liu, Wong Sang, Lee Lock, and Lim Fong. From Singapore—Messrs. W. Dennis, George Muir, Bume, N. J. Weaver, Mr. and Mrs. Percival, Sim Pung Cheong, Max. Samuel, A. W. Stiven, Yeap Eng Teong, J. Monbray Jones, P. E. Shirkey, Nagano, H. Joordan, and 4 Frenchmen in deck. From Saigon—Mrs. Eid, child, and amah, Messrs. Charles Dreyfus, and Angrand, and 99 Chinese. For Shanghai from Marseilles—Mr. and Mrs. Casella and child, H. Goldman, Mrs. S. Smullerich, Mrs. S. Brun, Mr. and Mrs. Chollot and child, Messrs. Joseph Rongon, Vit. Burlando, Didier, Volay, Renard, Rebierre, Tremblay, Paumelle, Pettit, Vidal Clavier, Leclerc, Teyssandier, Capt. Percy Smith, England, Sauveur, and C. A. Deichen. From Singapore—Messrs. W. S. Elliott, J. Tshiter, and H. C. Reid. From Saigon—Father Achille Robert. For Nagasaki from Singapore—Mr. A. L. Sauvage, Mrs. Otaku, Mrs. Okasch, and Mrs. Ohmotsu. From Marseilles—Messrs. Thevenet, Bernard and Matzuo. From Singapore—Mr. P. Derouzier, Mrs. Simon, and Mrs. Okusa.

Departed.

Per *Salavie*, for Saivon—Mr. M. Ray. For Singapore—Mr. and Mrs. Chousel, Messrs. N. Pirelzuege, E. P. Georgacopulos and T. Silberman. For Bombay—Capt. and Mrs. Jackson. For Marseilles—Messrs. M. Zubeldia, E. G. Oppen, Jose Maria, J. D. S. Saint Alma and 8 Portuguese sailors.

Per *Tonkin*, for Shanghai—Colonel G. F. Browne, Messrs. Ewens and J. Weinberg. For Nagasaki—Mrs. W. G. Humphreys and Mr. Freeman. For Yokohama—Sister Leclere, Mrs. G. Weinberg, Messrs. M. N. Weinberg and V. Weinberg.

Per *Suisang*, for Calcutta—Mr. Carl Francke. For Singapore—Mr. Wong Kit Chi.

FOOD for Consumptives.—Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites of Lime and Soda is a most wonderful food for the Consumptive. It not only gives strength and increases the flesh, but heals the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children it is a marvellous food and medicine. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—*Advt.*

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU..... W. Bainbridge	YOKOHAMA (DIRECT)	WEDNESDAY, 24th May, at 4 P.M.
KASUGA MARU..... E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 26th May, at 4 P.M.
FUTAMI MARU..... C. H. Hillcoat	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 29th May, at 4 P.M.
*IDZUMI MARU M. J. Curnow.....	SEATTLE, (WASH., U.S.A.,) VIA KOBE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.
BINGO MARU G. E. P. Cook	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SUNDAY, 4th June.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 17th May, 1899. [6

MILWAUKEE BEER

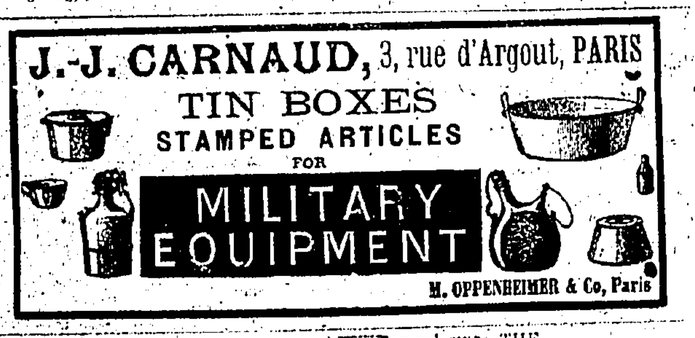
IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898. [1399



NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. JEYES FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11

To be Let.

TO LET.

ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H,"
c/o of this Office.

Hongkong, 17th May, 1899. [664a

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).

Apply to
Compradore Office,
E. C. HOCHAPFEL,

Hongkong, 23rd March, 1899. [398a

TO LET.

SEMI-DETACHAD VILLA RESIDENCES on Bowen Road (now in course of erection.)

PROPERTY lately occupied by the Bowrington Saw Mills.

"BAHAR LODGE." The PEAK.

6, ORMSBY TERRACE.—Kowloon.

GROUND and 1ST FLOORS, 52, PEEL STREET.

OFFICES.—1st floor, No. 10, PRAYA CENTRAL, (Lately occupied by Messrs. MELCHERS & Co.)

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 18th May, 1899. [12

THE HONGKONG RIFLE ASSOCIATION.

COMPETITION.

MONDAY, the 22nd instant, at 3 P.M. PEARSON CUP and SPOONS.
Ranges.—200, 300 and 600 yards.
Seven Shots and one Sighter.

MOWBRAY S. NORTHCOTE,
Hon. Sec.

Hongkong, 20th May, 1899. [35

FACILITIES FOR ICE AT KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed me Agent for the sale of their ICE at KOWLOON, residents of that District are informed that Ice can now be had at my Store there, at HONGKONG RATES.

H. RUTTONJEE,
Elgin Street, Kowloon.

Hongkong, 3rd May, 1899. 6102

DUMINY & Co

CHAMPAGNE

EXTRA DRY



Carte D'Or Sec — Carte Blanche
Sillery Demi Sec — Chateau de Charmieres

CHAIX MARK.

M. OPPENHEIMER & Co., Paris.

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.

Hongkong, 11th September, 1896. [19

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 7th June, 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 19th July, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York, and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 17th May, 1899. [3

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	To-morrow, 21st May, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 13th June, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 21st May, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th May, 1899. [1310

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship,

"TARTAR,"

4,425 tons gross register,
will be despatched on or about THURSDAY, the 1st June, for VICTORIA, and VANCOUVER, VIA MOJI, KOBE, & YOKOHAMA.

The Vessel has Excellent Accommodation for Saloon Passengers. Through Tickets issued to all Points.

Through Bills of Lading issued to PACIFIC COAST, CANADA, and the UNITED STATES.

For Information as to Rates of Freight and Passage, &c., apply to

D. E. BROWN,
General Agent.

Hongkong, 18th May, 1899. [674a

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 27th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 13th May, 1899. [5

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenogle...	3,750	J. McGillivray...	May 30.
Olympia...	2,837	J. Truebridge ...	June 17.
Victoria ...	3,502	J. Panton.....	July 4.
Tacoma ...	2,811	A. Dixon.....	July 29.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox	3,677	Williamson	June 3.
Columbia	2,976	N. Moncur.	July 8.
Monmouthshire	2,874	W.A.Evans	July 22.
Lennox	3,677	Williamson	Aug. 19.

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.

Hongkong, 12th May, 1899. [4

FOR SAN FRANCISCO.

THE 100 A1 British Bark

"QUEEN MARGARET,"

Fraser, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 16th March, 1899. [1535

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*) HAMBURG-AMERIKA LINE. (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
*HEIDELBERG... Schlüder	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	23rd May.	Freight and Passage.
*SIBIRIA Hildebrandt	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 30th May.	Freight and Passage.
BAMBERG Voss.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 15th June.	Freight.
*KONIGSBERG... Christiansen	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 25th June.	Freight and Passage.
DEIKE RICKMERS	NEW YORK, via SUEZ CANAL.	About 5th July.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

981] [5744

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 27th May, at Daylight.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 22nd June, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 18th July, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 27th May, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 12th May, 1899. [1

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Thyra.....	3,406	about	May 30
Belgian King ...	3,379	about	June 20
Carmarthenshire.	2,929	about	July 20
Carlisle City.....	3,002	about	Aug. 20

THE Steamship

"THYRA,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th May.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 15th May, 1899. [1530

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Preussen.....	Wednesday	24th May.
Sachsen.....	Wednesday	21st June.
Bayern.....	Wednesday	19th July.
Prinz Heinrich...	Wednesday	16th Aug.
Preussen.....	Wednesday	13th Sept.
Sachsen.....	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.

ON WEDNESDAY, the 24th day of May, 1899, at 9 A.M., the Company's Steamship "PREUSSEN" Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 22nd May. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 23rd May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 23rd May. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 16th May, 1899. [5744

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE,

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 6th June, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 1st July, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 25th July, at Noon.

THE Company's Steamship

"COPTIC"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 6th June, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

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Hongkong, 4th May, 1899. [1

Printed and Published by ETHELBERT FORBES SKERTCHLY, at No. 50, Queen's Road Central, in the City of Victoria, Hongkong.

A TALK WITH THE MASTER OF A WORKHOUSE.

There is so much extraordinary doctrine preached to-day by hysterical sentimentalists who desire to see workhouses swept off the face of the earth that it seemed a good thing, "becoming well," as the Scottish metrical psalm phrases it, to go and have a talk with a sensible, clear-headed master of a London workhouse. He is, moreover, kindly with the people. Few, perhaps, realize how much resolution, tact, and courage are required to retain one's kindly feelings when working among the poor, and among prisoners. Only the sentimental and ignorant are unaware of the fact that, speaking generally, the poor in our workhouses, asylums, and similar institutions, are a class by themselves. They are for the most part physically degenerate, and with physical degeneracy there is a moral taint of some kind, most commonly a lack of appreciation of the truth, petty pilfering, and sometimes both.

"Now will you tell me what proportion of the inmates of this house owe their presence here to their badly ordered lives?"

"Of course I do not speak with scientific precision," said the master, "but I should put the figure down at 75 per cent. Drink and other excesses have brought a very large number here, and when opportunity offers they take to it again. You don't know the workhouse charactor as I do, and you would be surprised, I imagine, at the lowness of the moral tone. The sense of truth isn't in these people; they lie out of long habit when there is nothing to be gained by lying, and they pilfer when they can."

"Truthfulness is a very uncommon virtue among all classes in my experience, and of course, one would not look for it among the submerged. But you do not trust them far?"

"No not in the house, but there arise opportunities when they leave." Situations are found for people, and clothes to go to them. But soon the old story is written once more. Do what you will, you cannot supply the lack of character, of reliability, and the people you have helped are landed on you hands once more. There is a lack of power to govern the life aright, and it is this lack that brings most of our inmates here."

"Is there a large proportion of them vicious?"

"Very considerable; I should say from a third to a half. A fair number have been in prison, and you will easily understand that the presence of such demands severer discipline than might otherwise be necessary. Of course, classification comes in to lessen the disadvantage, but classification is very expensive, since it works out to a demand for more room and more buildings, and that means money—increased rates. Already there are workhouses in London whose yearly bill must be reckoned in hundreds of thousands of pounds."

"You said that 75 per cent. of the inmates are here by their own fault. Now shall we find that the remaining 25 per cent. have simply been unfortunate, and are decent people?"

"I could not put the figure as high as that; it can't be nearly that. I do not much like these proportions any way; it is so difficult to be correct. What I can be more positive about is that we are still taken in by certain people; their appearance is so respectable and their manners so agreeable! Now there was 'the Duchess,' as we called her, to whom my wife was quite attached, and who served her for years. A situation was obtained for 'the Duchess'; a lady found her clothes and new boots. She left one day, but was brought back the same night, dead drunk, to the very bench outside this workhouse. She had pawned the clothes and sold the boots. I could not tell how many times we have been deceived. To live at all here we *must* live under rule, and this prevents your knowing people well. You see one side; there are several others, and usually not so good as the one you know."

"Whenever I look over a workhouse, I think of one word; degenerate. Are they not so?"

"There are very few people here who are physically sound. Even amongst the so called able-bodied there is almost always a physical defect. Of course many in this house are old people whose working days are over."

"Would it be a feasible thing to break up the workhouse, to distribute these people—at least, to some extent?"

"Often when I feel the weight of my cares I wish the house could be done away with. There is much to be said against aggregating great numbers of people of a low type, lacking in self-respect and many of the virtues. But do you understand how even here the mass of poor is broken up?" I shook my head.

"So many people forget that a house like this, vast as it is, is only one of our activities, and contains but a third of the people under the care of our Board of Guardians. We have a home for hundreds of old people, a few miles away; we pay for pauper lunatics in asylums; we have boys in training ships, children in poor-law schools; we have a large infirmary at——, full to overflowing; we have children boarded out in the country and in a convalescent home; some hundreds in hospitals; much more than one thousand receive out-relief. The fact is, that people who cry out for the breaking up of the workhouse don't realize, probably never heard in their lives of how scattered are the operations of a large union."

"I am sure I can plead guilty to the lave.' But you say you pay for hundreds of people in asylums. Why, then, do you have continuously so many people in imbecile wards in this workhouse?"

"Because all the asylums in England available for paupers are filled to overflowing; the workhouses are filled, with hundreds beyond their certified numbers. Let me see," said the master, running his finger up and down a great book, "yes, we are to-day 300 above our proper strength. During the years I have been here we gradually approach the doubling of our staff. To return to what I was saying, the asylums can't and won't take bed-ridden old paupers who are pretty quiet; with other forms of insanity it is different. Even then, we often are kept waiting for room."

"Then if you have an infirmary at——, why have you hundreds of sick people here?"

"For the same reason. The infirmary is filled to the bursting point. We bought land there, but not enough for extension, and now we can't get it at any price."

"All sick people should be in the country."

"They are not of that opinion at all. It is a grievance of the old people whom we house in one of the suburbs that they are so far from London smoke, and whenever they can, they come here."

"Perhaps you will recite, for the benefit of my readers, what are the advantages of life in the workhouse."

"We have to steer a middle course between those who think it desirable to coddle the inmates and those, who hold that 'labour, discipline, and restraint should outweigh the bodily comforts they enjoy.' Those who behave well, and can go out to friends, do so every week, or Sunday one week and another day the following week. Sunday, from 2 to 4 p.m., is visiting day, and large numbers of friends come to see the inmates. When a man is over sixty he gets an ounce of tobacco weekly. Then respectable inmates have private clothing. Many of the better class of the old men go to the home I spoke of in the suburbs, and of course better classification is a very solid advantage. We have married quarters here. Ours are at this moment full, but often in days gone by they were not occupied, as the married people used to tell us with pleasant frankness that they were quite tired of each other. We take the imbecile men and women for drives. The infirm people in the wards have, pretty often, concerts and tea parties. The blind go to classes every day with guides. The food is fairly varied; skilly is reserved for the able-bodied. We have between seventy and eighty skilled nurses for the sick. Each person has a good clean bed, often for the first time in his or her life. It is obligatory to have a bath once a fortnight, although this is not regarded as an unmixed blessing. Then we have a library, papers, and so forth."

"Yes, the jam sounds very well. But it is a big slice to spread over. Do you think that more outdoor relief can be administered without increasing pauperism."

"I incline to that view. We ought to have a good number of sensible women to visit the out-reliefs, and see that the money is properly spent. Old people are often not fit to look after themselves. They are dirty, illfed, and spend the money on drink. Sometimes when I feel desperate, I wish that every pauper could have tor. weekly and be left to his own devices. But of course this is absurd. It would add to the problem of housing the poor; the money, judging by past experience, would soon be in the public-house; and we should be left to pick our inmates out of the gutter and begin once more."—*Pall Mall Gazette.*

"LA REINE EST MORTE."

[By E. S.]

Poor Marguerite! My complaint of her has been long and loud; her complaint of me, in the many miles she bore me with creak and groan, has been longer and louder. Yet, now that her dainty successor stands beside her in the hall, now that I see them both in undignified contrast, I cannot help feeling a bit of a traitor.

It had to come to this. It was a question of Marguerite's life or mine, not to say of both; and Marguerite had to go. In point of fact she has not gone yet, for she still leans her battered old frame against the wall, while her magnificent rival sits up aloft on the bicycle stand and looks down upon her. I wonder whether this pretty stranger would have submitted to my early inexperienced efforts with the devotion of a Marguerite! For a moment I am weak enough to be buried in the past—in Marguerite's past. It is only for a moment, however. Marguerite's present is always sufficiently obvious to obliterate Marguerite's past, and it is a relief to turn from her to my slender and beautiful Jonathan, as it sits, puffed up with air and pride, on the stand that was once Marguerite's. It is impossible to say, so early in our acquaintance, whether Jonathan is going to be a person or only a bicycle. After my experiences with Marguerite, I cannot help hoping, if it does turn out to be a person, that it will keep its personality under control. Indeed, on the whole, I am inclined to think that bicycles are best without personalities; and it was in search of a bicycle that was only a bicycle that I started out the other day to make a tour of the shops.

Now, there are various ways of buying a new bicyle. One way is to go to the shop across the bicycle that lies nearest, the one you have started at mechanically for months and months. This, no doubt, is the way that anybody who is not proud might buy a bicycle. The Professor bought his bicycle that way, only the other day. He happened to look at the clock at the end of a hard morning's work, saw there were just five minutes to spare before lunch, and went across the road to buy a bicycle. The Professor is not at all a proud person, not even about the bicyle he has bought; but perhaps it would be difficult to be proud about a bicycle called a "Ray of Sunlight," or some such name as that. "Why did you get it in such a hurry?" I asked him, curiously. "Why not?" said the Professor. I sought about for a reason, and suggested that he might have got a better one somewhere else. "Oh, no," said the Professor in his gentle, superior way; "bicycles are all alike, really, and everybody knows they are alike, and everybody goes on pretending they aren't. It's much better to acknowledge that they are, and then you can buy the first one you see. Saves no end of trouble." The Professor always silences me; he has such an amazing way of making a perfectly wild statement sound plausible that I never can think of anything to say until it is too late. On this occasion I could only refer to the enormous weight of the "Ray of Sunlight," but that did not ruffle the Professor at all. "Yes, it's heavy," he observed indifferently; "but the only thing I ever really like about a bicycle is its weight." Sometimes I cannot help thinking that the Professor is trying to pose.

I have often noticed that the aggravating statements of aggravating people have an aggravating way of coming true. Directly I tried my way of buying a bicycle, I found that the Professor was quite right—that bicycles were all alike. My way, of course, was not at all the same as the Professor's way. A woman who has been buying new hats for years could not be expected to buy a bicycle straight off. So I began by visiting all the principal makers, under the impression that I was going to compare their machines and make a deliberate choice in the end. Coming straight as I did from Marguerite, it was only natural that the first machine I saw should leave me breathless with admiration. Any bicycle that had all its spokes and did not wear its heart on its sleeve, in the shape of its ball-bearings outside its pedals, would have done that. "It's the first in the market," said the man confidently; "unequalled for speed, endurance, and lightness. Hill climbing? Why, it walks up them. No wasted energy, you see. All the nickel parts are thickly coated with copper, first; best chamelling throughout; only tested materials employed. Oh, yes, we *may* have one left next week."

I was strongly inclined to buy the first bicycle I saw, but I tore myself away and went into another shop, just to assure myself of the inferiority of all other machines. I felt a little downcast when the second man wheeled forward a machine to all appearances exactly like the one I had just seen. It seemed hardly credible that the world could contain two such beautiful machines, and it was a little disconcerting. "First on the road, first everywhere," the man was saying; "climbs hills so as you wouldn't know they were there! No wasted energy, and all the nickel parts thickly coated with——"

After, that I felt sure I was in a dream. I fled from shop to shop, only to be told the same thing over and over again: the world was packed with bicycles that possessed an unerring perfection and not a single mark of distinction. Once, I nearly sank as to fix upon one merely because it had an ingenious device for keeping the oil can in the handle-bar. It would, at least, be something by which to know my bicycle from everybody else's bicycle. Finally, I gave up my way of buying a bicycle and went round to consult Phyllis's husband.

Phyllis's husband is nothing if not enthusiastic. I had not been with him five minutes before I was as certain as he was that the Jonathan bicycle, which I had never even heard of, was the only bicycle for me. "The one thing I like about a bicycle is its lightness," he declared, as we walked round to the Jonathan shop. By this time, I was so bewildered that one conflicting statement more or less made very little difference. "Now, the Jonathan, without counting the mudguards or the saddle or the brake, weighs just twenty-two pounds," he ran on. I was prepared to believe anything about a bicycle, after the morning I had spent, but I could not help wondering how any one was going to ride a machine without a saddle, except in a circus. In the hope of recovering my shattered senses I asked Phyllis's husband what he thought about chainless bicycles. "I don't think anything of them at all," was his prompt reply; "they never slacken, you see, like a chain does; you just have to go on without any effort of your own, whereas a chain machine keeps you back." No doubt Phyllis's husband is quite sane, but if any one could explain to me why it is an advantage to have a bicycle that keeps you back I should be glad.

It was quite a relief to arrive at the Jonathan shop. There was a serenity about the Jonathan man that composed my reeling brain. "Take it or leave it," he seemed to say, as he placed the Jonathan bicycle before us with the indifference that comes from an assured superiority. He did not dream of saying a word in its recommendation. Every adjective in the English and American languages having been used up in the catalogue, I supposed there was really nothing left for him to say. It *was* the first in the market, that was all; and anybody who could not see that, without being told, was unworthy of its possession. I am quite sure, in any case, that the Jonathan man did not think I was worthy of the Jonathan bicycle; but still, between Phyllis's husband and the Jonathan man, I speedily consented to become a purchaser. And I have had an uncomfortable sensation ever since that, in spite of my intention to buy the bicycle I wanted to buy, I have ended in buying the bicycle I was told to buy, which is not a nice reflection for any woman to make.

So that is why Marguerite has had to abdicate. I had a sentimental inclination, at first, to give her an honourable position in the hall for the rest of her days; but, unfortunately, there is no sentiment about Lionel, and the hall is Lionel's hall as well as my hall. It was certainly unfortunate that he should have tumbled over Marguerite's pedal in the dark, the other evening. Marguerite always had an unlucky faculty for putting her foot in it!

"I should like to know," he said with exaggerated calmness, "how much longer this hall has got to be turned into a bicycle shop."

"I rather thought of keeping Marguerite for a while," I ventured weakly. Lionel started. "But you've got a new one!" he exclaimed.

Just then Dorcas lighted the gas; and an answering gleam shone—not from Marguerite, but from the nickelled features of her successor. It was very base of me, but I could not help turning my back on Marguerite at last.

"La Reine est morte! Vive la Reine!" I said.

THE CHURCH OF ENGLAND CRISIS.

The Bishop of Gibraltar in the course of a lengthy letter to the *Times* says:—

We must be very sanguine and optimistic if, after reading the manifesto, which was sent forth a few days ago from the office of the English Church Union, and of which I have just received a copy, we suppose that any decisions which the two metropolitans may deliver on disputed points of ritual, or any reform of the Ecclesiastical Courts which our rulers may agree to make, will quiet the troubled waters and restore discipline, peace, and concord to our Church, so long as party organizations continue to be maintained. Whatever may be the good which these organizations effect, it is vastly outweighed by the evil. They exasperate and embitter controversy. They widden, deepen, and perpetuate our unhappy divisions. They blind men to the comparative of things. They create an *imperium in imperio*, weakening and even superseding rightful authority. They issue *mots d'ordre* regardless of the directions of our properly constituted rulers. They disintegrate the Church, and lead to disruption. This is no overdrawn picture of the havoc which the English Church Union is at present working. In the "Memorandum" which the society has issued this month, it states that "at present the whole discipline of the Church is in ruins." If such be the case who created the ruins? Not the great body of our clergy. They are obedient to their Bishop, loyal to the principles of the Prayer-book, faithful to their ordination vows. The ruins, so far as they exist, are the work of those members of the Church Union who refuse to bow to the law of their Church and country. And it appears from their recent manifesto that unless they are allowed to have their way they intend that our Church's discipline shall remain in ruins; for while they profess that "it is hateful even to seem to be in opposition to their Bishops," and admit that "if a Bishop requires one of his clergy to justify his practice before the metropolitan" he is acting on "a sound principle," they make no promise of obeying the metropolitan's decision. On the contrary, they show clearly that they will accept no decision with which they disagree. "No decisions," they say, "of Bishop or metropolitan can be assented to explicitly beforehand—obedience to them must depend upon what they are."

It appears from letters which have lately been addressed to *The Times* that there are members of the Church Union who disagree with the policy of the dominant section expressed in the recent "Statement" and "Memorandum," but had no opportunity given them of expressing the disagreement. It is much to be wished that such persons would combine with the great body of English Churchmen who belong to no party organization, and that their combined strength should be exerted in defence of our Church doctrine, worship, and discipline, and the support of duly constituted authority.

The Rev. H. Hensley Henson says:—

Lord Halifax adopts a tone of arrogant confidence which must deepen the profound suspicion which his recent action has caused in many minds by no means naturally disposed to think evil of so earnest, high-minded, and unselfish a man. The English Church Union, he positively asserts, stands committed to the fatuous declamation recently set forward. He sweeps aside with something like contempt the notion that any considerable proportion of the Unionists disapprove of the statements there advanced. "With perhaps one or two exceptions of no sort of importance," the union is said to be unanimous. I believe his lordship is misinformed. Within the last fortnight no less than four senior members of the union have expressed to me their emphatic disapproval of the policy adopted by the executive, and assured me that they were anxiously considering whether or not they ought to continue members in a society in which they no longer possessed any real influence. They told me further that many others were in the same position. In response to my earnest counsel that they should at once dissociate themselves from the union, they all in various phrases made the same reply, that the union had done good work in the past, that they could not lightly surrender membership consecrated by many year's duration, that they had a great personal regard for Lord Halifax, that they shrank from retiring during the crisis, that they hoped by remaining members to restrain the worst excesses of the council. I can understand the strength of such considerations, and I know that they appeal with peculiar force to men of loyalty and honour; nevertheless, I think they are wholly inadequate to justify men in lending their influence to the advocacy of projects which they disapprove. There is a limit to the claims of private associations, allegiance to the Church herself, and the high obligation of self-respect are compromised when that limit is over-passed.

THE SITUATION IN CHINA.

The negotiations between the British and Russian Governments regarding the Chinese Question were proceeding when the last mail left. Russia holds that China is not yet a second Africa to be marked out into spheres of influence, political, commercial, or otherwise. The "integrity and inviolability of the Chinese Empire," however much the phrase may seem to be contradicted by recent facts, is a maxim which Russia adheres to for her own sake, for, as the immediate land neighbour of China, she is now more than ever interested in maintaining the *status quo* in the Celestial Empire.

Official negotiations between Italy and China on the subject of the lease of Sanmun Bay are being carried on uninterruptedly through the intermediary of the British Chargé d'Affaires at Peking. Although the Chinese Government persists in its declamtion that it cannot consent to the cession of Sanmun Bay, the Italian Government is confident that its attitude will soon be modified.

In Russian political circles we are told Li Hung-chang's return to Peking is hailed with great satisfaction, as Li is considered an out and out partisan of Russia's aggressive policy in Eastern Asia. It is reported that Prince Uchtomski, who is a close friend of the Czar, will proceed next month on a special mission to Peking.

The Vienna *Politische Correspondens* refers, in guarded language, to reports about a secret alliance between Japan and China against all the European Powers. "As a consequence of this understanding, all European instructors will shortly be dismissed from the Chinese Army." It is well known that Li Hung-chang supports the plan of an alliance with Japan, and that a strong party in the latter country advocates an alliance with China with the object of excluding all Europeans for Eastern Asia. Their projects, however, are scarcely up to date; for the influence and, if need be, the armed strength of European Powers can no longer be excluded. The report comes from St. Petersburg, and may be a *ballon d'essai*, with the object of finding out whether Japan has already entered into binding engagements with one or more European Powers to oppose Russian progress in China.

Baron von Heyking, the German Minister in Peking, who has taken sick leave on account of his throat complaint, and who will be unfit for active service for a long time to come, has been replaced by Baron von Ketteler, the German Minister in Mexico. Baron von Ketelar has a considerable experience of Chinese affairs, as he was Interpreter from 1873 to 1874, and Secretary from 1884 to 1890 to the German Legation in Peking. His previous experience should therefore prove valuable to his country in his new post.

Lu Hai-hwan, the Chinese Minister in Berlin, has forwarded, to the German Foreign Office an explanatory note from the Peking Government relative to the attacks on German officials and missionaries in South Shantung, offering every assistance to the German authorities in suppressing the threatened rising. The note adds that the town of I-Chow-fu has been garrisoned by Chinese troops, the Emperor having expressed his wish that the foreign missionaries and mining engineers there should be protected against further attacks.

The official *Reichsanzeiger* publishes the harbour regulations for Tsintau, dated Jan. 15, and signed by Admiral Tirpitz on March 31. Paragraph 1 shows that the harbour is divided into an outer and inner part, the inner having for its northern limit a line from Woman's Island to the north point of Chiposan. The other paragraphs show that the harbour is open to all ships, which must hoist their flag on arrival and departure, the captain being required to hand to the authorities his bill of lading. Two and a-half cents are to be levied per ton. Opium must be imported in the original boxes, and the import of small quantities is forbidden. Any contravention of this regulation will entail forfeiture of the opium, and a fine of at least $500. The import of arms, ammunition, explosives, and material to be used for the production of explosives, is placed under official control. Ships carrying petroleum or explosives must anchor in a certain roadstead, and have to show a red flag at the foremast. The remaining regulations concern cases of sickness on board, the treatment of deserters, &c.

With regard to the rumours published abroad concerning the political designs of Denmark in East Asia, it is semi-officially announced that the despatch of a cruiser to the Far East is solely for the purpose of strengthening Denmark's commercial position in Siam and China, and that it has no political object.

The Vienna papers continue to urge that Austria ought not to stand apart from other first-class Powers, and demand nothing from China; and only a few days ago an Austrian merchant pioneer, Herr Fischer, who had just returned from China, in a lecture before the Vienna Geographical Society, recommended that that country should appropriate the rich province of Fukien, the only one on the coast, he said, to which nobody has, so far, laid claim. This last assertion, it may be noted, is inaccurate, as Japan, the mistress of Formosa, has already an assurance from China that Fukien, which lies just opposite the island, shall not fall into any other hands than her own.

The Special Correspondent of the *Morning Post*, writing from Chungking, Jan. 30, states:—It has often been remarked that wherever the Viceroy of a Chinese province was resolved to keep the peace with foreigers, orders were given to subordinate officials to avoid quarrels with the Catholic Missions or their converts, and when quarrels did break out the orders were to patch them up immediately and to cede everything that was required to prevent the missionaries from making a claim through their Consuls. The rule was partly followed and partly disregarded in the provinces, and this has been especially the case in Szechuen, where sometimes the higher authorities have winked at, if not encouraged, the attacks on Christians, while at other times they have repressed these attacks with severity. Probably it was always a matter of calculation as to which course would entail the least inconvenience on the high officials themselves. This seems to be fairly well illustrated in the history of the particular case of Yu Mantse against the Szechuen Missions. This man had been at one time arrested by the authorities on account of a quarrel which he had with the Roman Catholics, and he was imprisoned, probably with little regard to his guilt or innocence. A mob rose attacked the prison, and released him. The official concerned, either under compulsion or by connivance with the mob, went through the form of a trial and acquitted the prisoner. So far the popular side. But this same official then got into trouble with the higher authorities, was obliged to retire from the public service, and is believed to have committed suicide. The whole incident, of course, greatly enhanced the prestige of Yu Mantse, who set about collecting a large following, and then went in to open rebellion with the secret approval, it is believed, of many of the officials.

The present Taotai is very anti-foreign and weak, two characteristics which generally go together. When I called on him with Mr. Wilson, a Missionary, one of the Taotai's servants was over-heard, as we went out, saying: "The dirt has entered and the dirt has gone hence, but it leaves a nasty stain behind." We went back and remonstrated with the Taotai, who quoted some ancient maxim to his followers concerning the etiquette of hospitality. It was this official to whom I had to apply for an escort into Kwei-chow and Yunnan. He did everything possible to dissuade me from making the journey, frightening me with the disturbed state of the country. When his efforts to frighten had been exhausted he began to plead on his own behalf, his responsibility for anything that might happen on my journey. I was however, inexorable, and pressed for an efficient escort, failing which I would go in any case, and telegraphed to Peking and to London what I had done, leaving the whole responsibility for consequences on him. The result is that I am to have six picked, armed men to Kweiyang, those I take from Chungking to be changed on the road.

I understanding that Mr. Litton is now on his way back from Kweiyang, and I hope to have the luck to meet him on the road. Everyone in Chungking agrees that he has discharged his mission splendidly in Kweiyang. No man is so looked up to by the scattered British communities of Missionary and others in the West of China as Mr. Litton. They say he is keen, strong, thoroughly self-reliant and fearless, and one not to be put on with plausible words. He stayed at Kweiyang without any support but by his own resolution, and saw the guilty officials punished. A few such men in the interior of China, properly supported, would reawaken hope of the conservation of both British and Chinese interests. [We have since heard of the removal of this meritorious officer to a subordinate post in the Consulate at Canton.]

Bishop Cassels, Dr. Hudson Taylor, and the Protestant Missionaries gathered here at present, as well as the Roman Catholic Fathers, consider Szuchuen and Hupeh and the country generally to be in a very dangerous situation. The Empire, they say, is being partitioned by foreigners, the Central Government has no power, while the authority of the Chinese officials is being everywhere weakened, and there is universal unrest and discontent. Only the trading and well-to-do classes are in favour of order, all others sympathise with Yu Mantse, and are ready to follow him or any other man who may rise to lead the attack against law and order.

THE TONGAN ISLANDS.

A rumour has reached England to the effect that H.M.S. *Tauranga* called at the Tongan islands and formally annexed them in the name of Great Britain. Writing to the London *Globe* with respect to these islands a correspondent says:—

"It is quite certain that if we do not annex the islands Germany will, sooner or latter, establish herself in what, from their proximity to New Zealand and Fiji, are virtually outposts of our Australasian dominions. Hence, if they must be filched from their native owners, England in her own interests should be the chief. The island of Vavau possesses the finest natural harbour in the South Seas; a land-locked and hill-encircled deep-water port where all the navies of the world might ride together in absolute security, and if we allow this magnificent naval base to pass into the mailed hands of a jealous and aggressive rival we shall be as short-sighted as we were when, to the disgust of the Australians, we permitted the French to forestall us in New Caledonia. The German plea for disturbing the status quo in the Friendly Islands scarcely holds water in view of the fact that for one debt owed by the natives to the German firm there are probably three due to English traders. Disastrous hurricanes and bad seasons have combined to reduce the Tongans to great but, I trust, only temporary poverty; and, as many of them have been unable to pay the Government taxes, a default which entails the risk of imprisonment, I can understand that the traders may also have had a bad time of late. But as these gentlemen persist in giving credit to the natives, well knowing they have no business to do anything of the sort, much pity for their misfortunes would be misplaced. The Friendly Islanders trade chiefly with Australia and New Zealand, mainly by means of the steamers of the Union Steamship Company of New Zealand. A few years ago the North German Lloyd Company placed an experimental steamer, the *Lucbeck*, on the route, but she ran a disastrous loss, and was soon withdrawn, leaving the Union Company to its present undisturbed monopoly. The great majority of the white inhabitants of Tonga are of British nationality. The half-castes mostly call themselves British, and speak the English language. The Tongans are all devout Christians. Our missionaries converted them, taught, clothed, and doctored them. They sing our hymns and anthems, and their brass bands murder "God Save the Queen." Once they were, perhaps, the most dreaded warriors of the Pacific. Now they are gentle, lovable, helpless, harmless, and purposeless people. We have converted them into sheep, and having done so we have for a long time shepherded them. It now becomes our duty to see that no strange dog shall worry them."

AN EXCITING ENCOUNTER WITH A LEOPARDESS.

A Saidpur correspondent writes to an Indian paper on the 15th April:—This afternoon a young man, Mr. Maurice Allen by name, employed as an apprentice in the Locomotive Workshop, was severely mauled by a leopardess, measuring 7 feet, which, after an exciting encounter, was killed, but not before it had fatally injured one of the natives and slightly hurt a *durwan* in the service of Mr. Terence Dowling. After their day's work, three young men, Messrs. Allen, J. C. Baptiste, and Waters, sallied forth in quest of game, and were quite unprepared for the excitement that followed. Having gone some four miles, accompanied by their dogs they got *khubbur* that some leopards were quite close by and were further informed there had been loss of cattle almost daily, and what was worse, that two or three men had been killed. Mr. Allen tried to persuade some of the men, who were perched on trees, to frighten the brute out of its lair, but to no purpose. Finding all his attempts futile, he cautiously approached the bamboo tope, followed by the dogs, which suddenly rushing at the brute, caused it to leave its hiding place, Mr. Allen, who was not far away, fired after, it had killed one of the dogs, but in the excitement of the moment he missed the brute which, springing furiously at him, bit him severely on the left shoulder, leaving deep, ugly scratches on his legs. The gun dropping from his hand, owing to the suddenness of the attack, Mr. Allen hit the brute a terrible blow on his back, knocking him off his body. In the meanwhile the *durwan* came up with his gun; but he too was attacked, and injured slightly. Mr. Cecil Baptiste, however took a steady aim and broke the animal's spine, causing it to roll over when it was despatched. The others having fired at it almost simultaneously. Mr. Allen has been seriously injured, but his wounds have been carefully and skilfully attended to by Dr. H. C. Day, Medical Officer of Saidpur.

ANOTHER "ART SUPPLEMENT" CASE.

DISPUTED ADVERTISMENT.

At the Small Causes Court, on Tuesday, April 25th, Mr. C. M. Cursetji, Third Judge, proceeded with the further hearing of the suit filed by the proprietors of the *Times of India* against Mr. Archibald A. Crawford for the recovery of Rs. 300, being the amount said to be due by the defendant for an advertisement published by plaintiffs in the month of May, 1898, in their "Art Supplement."

Mr. Dunlop, of Messrs. Crawford, Brown & Co., appeared for the plaintiffs and Mr. Hemming appeared for the defendant.

Mr. Hemming said last night, when Mr. Manekji Morenas was called, he forgot to ask him about an allowance of Rs. 150 made by the plaintiffs in his other advertisement in order to induce him to pay the full amount of the "Art Supplement" advertisement shares. At that time he had not the proper instructions, but if Mr. Coleman would admit that he would not call Mr. Manekji.

Mr. Coleman said that he had not given any allowance to Mr. Manekji on his other advertisement.

His Honour allowed Mr. Hemming to recall Mr. Manekji, who was not present in court.

Mr. Zeberbulher, agent of the Society Mercantile Generale de Part, was next called as a witness. In answer to questions from Mr. Hemming, witness said that Mr. Wellesly Parker came to him and induced him to give him the advertisement for the "Art Supplement" on the representation that it would be a permanent thing and would be done in the best style. It was arranged to pay Rs. 350 for the advertisement, but he had cause to complain as some parts of it were brought in prominence more than required, while the other part relating to machinery was not brought forth in prominence. He had paid Rs. 250 to the *Times of India*. Witness would not have paid Rs. 350 for a temporary advertisement. Some fifty copies were sent to him, but they were lying somewhere in the office, as he was dissatisfied with the production which, if it had been good, he intended to send to his people in Switzerland. Mr. Parker had further undertaken to submit proofs for approval and correction, but the same were not sent to him.

The defendant was next called. Examined by Mr. Hemming, witness said he received about fifty sheets, but he was so dissatisfied with the production that he sent them back to the office with the man who had brought them. Witness complained that he was not given the size and space according to the order he had given. Witness had complained that his advertisement had been broken in three parts, and the effect was that the side portions appeared not to belong to his advertisement, but to other advertisements. If he had seen his advertisement broken up he would not have given the order. Since his letter of the 20th of June, 1898, he had not represented to the plaintiffs that he was going to compromise the claim and witness could not account for the long delay. When the space was arranged, Mr. Parker did not represent to him that the space would be reduced for making room for borders. He would not have paid Rs. 350 for his advertisement in a ordinary coloured picture. He was given to understand that the central picture would be a work of art and the whole would be a highly-artistic work. Mr. Veillon was present when Mr. Parker was given the order for the advertisement. The suggestion that witness dishonestly attempted to evade the payment was not true.

Cross-examined by Mr. Dunlop, witness said that in order to avoid loss of time and annoyance he had asked for a reduction. At the time he wrote the letter to the *Times of India* he did not think of repudiating the contract but to get the reduction. His notice was published in the paper in question, and he had taken the benefit of it, but he knew of the notice some time after. Witness was shown the photochrome picture at the time the order was solicited. He had not complained to the plaintiffs about the misrepresentation.

His Honour said that the case was not one worth the while to fight to the bitter end; he suggested that some mutual friend should intercede and settle the matter.

The case was then adjourned to Friday, April 28th next.

AN ADMIRABLE SWINDLER.

AN AUSTRIAN'S CAREER.

Rudolph Cavedoni has just been tried at the Vienna Criminal Court for extensive frauds. His astonishing skill in extracting money and goods from credulous dupes by the most improbable stories, says the *Daily Telegraph* correspondent, almost merits admiration. The son of a respectable family, he had served as junior Government clerk in the Austrain Finance Department, and as Under Secretary to the Austrain Embassy at the Vatican, from which latter post he was dismissed for insubordination. Leaving his wife destitute in Rome, he returned to Vienna, where the Finance Department dispensed with his services. After obtaining a divorce from his wife, who had taken refuge in a convent, he commenced life as a swindler. His elegant appearance, fascinating address, and linguistic knowledge were all in his favour in his new career. He patented at Bologna a pretended invention to prevent railway collisions. He asserted that every engine should be provided with a second set of crooked rails. A sudden impact with another engine would, he stated, force up these rails into the air, carry the engine presumably with its train of carriages, uninjured over the the opposite waggons and land it safely back again upon the main track. The consequences to the train beneath during this aeronautic bound he did not explain. He had the boldness to petition the directors of the Austrian Southern Railway for the loan of two trains with which to experiment. Upon the strength of this supposed invention he obtained large sums from several gullible persons.

Later on he assumed the title of Marquis, and among his victims were many credulous women besides hotel-keepers, jewellers, and trades people whom he cheated altogether out of 20,000 florins. From one jewellor alone he obtained goods to the amount of several thousands of florins for his supposed bride. He presented himself to several leading Jews in Vienna, offering for the modest sum of one and a half million florins to obtain from the Pope, with whom he represented himself on intimate terms, a Bull against the Anti-Semites, threatening them with anathema unless peace were made with the Jewish fraternity. After a three days' trial, during which many Cavedoni's victims appeared against him in court, the jury found him guilty, and the Judge sentenced him to four years' hard labour.

A TALK WITH THE MASTER OF A WORKHOUSE.

There is so much extraordinary doctrine preached to-day by hysterical sentimentalists who desire to see workhouses swept off the face of the earth that it seemed a good thing, "becoming well," as the Scottish metrical psalm phrases it, to go and have a talk with a sensible, clear-headed master of a London workhouse. He is, moreover, kindly with the people. Few, perhaps, realize how much resolution, tact, and courage are required to retain one's kindly feelings when working among the poor and among prisoners. Only the sentimental and ignorant are unaware of the fact that, speaking generally, the poor in our workhouses, asylums, and similar institutions, are a class by themselves. They are for the most part physically degenerate, and with physical degeneracy there is a moral taint of some kind, most commonly a lack of appreciation of the truth, petty pilfering, and sometimes both.

"Now will you tell me what proportion of the inmates of this house owe their presence here to their badly ordered lives?"

"Of course I do not speak with scientific precision," said the master, "but I should put the figure down at 75 per cent. Drink and other excesses have brought a very large number here, and when opportunity offers they take to it again. You don't know the workhouse character as I do, and you would be surprised, I imagine, at the lowness of the moral tone. The sense of truth isn't in these people; they lie out of long habit when there is nothing to be gained by lying, and they pilfer when they can."

"Truthfulness is a very uncommon virtue among all classes in my experience, and of course, one would not look for it among the submerged. But you do not trust them far?"

"No not in the house, but there arise opportunities when they leave. Situations are found for people, and clothes to go to them. But soon the old story is written once more. Do what you will, you cannot supply the lack of character, of reliability, and the people you have helped are landed on you hands once more. There is a lack of power to govern the life aright, and it is this lack that brings most of our inmates here."

"Is there a large proportion of them vicious?"

"Very considerable; I should say from a third to a half. A fair number have been in prison, and you will easily understand that the presence of such demands severer discipline than might otherwise be necessary. Of course, classification comes in to lessen the disadvantage, but classification is very expensive, since it works out to a demand for more room and more buildings, and that means money—increased rates. Already there are workhouses in London whose yearly bill must be reckoned in hundreds of thousands of pounds."

"You said that 75 per cent. of the inmates are here by their own fault. Now shall we find that the remaining 25 per cent. have simply been unfortunate, and are decent people?"

"I could not put the figure as high as that; it can't be nearly that. I do not much like these proportions any way; it is so difficult to be correct. What I can be more positive about is that we are still taken in by certain people; their appearance is so respectable and their manners so agreeable! Now there was 'the Duchess,' as we called her, to whom my wife was quite attached, and who served her for years. A situation was obtained for 'the Duchess'; a lady found her clothes and new boots. She left one day, but was brought back the same night, dead drunk, to the very bench outside this workhouse. She had pawned the clothes and sold the boots. I could not tell how many times we have been deceived. To live at all here we *must* live under rule, and this prevents your knowing people well. You see one side; there are several others, and usually more good as the one you know."

"Whenever I look over a workhouse, I think of one word; degeneme. Are they not so?"

"There are very few people here who are physically sound. Even amongst the so called able-bodied there is almost always a physical defect. Of course many in this house are old people whose working days are over."

"Would it be a feasible thing to break up the workhouse, to distribute these people—at least, to some extent?"

"Often when I feel the weight of my cares I wish the house could be done away with. There is much to be said against aggregating great numbers of people of a low type, lacking in self-respect and many of the virtues. But do you understand how even here the mass of poor is broken up?" I shook my head.

"So many people forget that a house like this, vast as it is, is only one of our activities, and contains but a third of the people under the care of our Board of Guardians. We have a home for hundreds of old people, a few miles away; we pay for pauper lunatics in asylums; we have boys in training ships, children in poor-law schools; we have a large infirmary at——, full to overflowing; we have children boarded out in the country and in a convalescent home; some hundreds in hospitals; much more than one thousand receive out-relief. The fact is, that people who cry out for the breaking up of the workhouse, don't realize, probably never heard in their lives of how scattered are the operations of a large union."

"I am sure I can plead guilty w' the lave.' But you say you pay for hundreds of people in asylums. Why then, do you have continuously so many people in imbecile wards in this workhouse?"

"Because all the asylums in England available for paupers are filled to overflowing; the workhouses are filled with hundreds beyond their certified numbers. Let me see," said the master, running his finger up and down a great book, "yes, we are to-day 300 above our proper strength. During the years I have been here we gradually approach the doubling of our staff. To return to what I was saying, the asylums can't and won't take bed-ridden old paupers who are pretty quiet; with other forms of insanity it is different. Even then, we often are kept waiting for room."

"Then if you have an infirmary at—— why have you hundreds of sick people here?"

"For the same reason. The infirmary is filled to the bursting point. We bought land there, but not enough for extension, and now we can't get it at any price."

"All sick people should be in the country."

"They are not of that opinion at all. It is a grievance of the old people whom we house in one of the suburbs that they are so far from London, smoke, and whenever they can, they *come here*."

"Perhaps you will recite, for the benefit of my readers, what are the advantages of life in the workhouse."

"We have to steer a middle course between those who think it desirable to coddle the inmates and those who hold that labour, discipline, and restraint should outweigh the bodily comforts they enjoy. Those who behave well, and can go out to friends, do so every week, on Sunday one week and another day the following week. Sunday from 2 to 4 p.m. is visiting day, and large numbers of friends come to see the inmates. When a man is over sixty he gets an ounce of tobacco weekly. Then respectable inmates have private clothing. Many of the better class of the old men go to the home I spoke of in the suburbs, and of course better classification is a very solid advantage. We have married quarters here. Ours are at the moment full, but often in days gone by they were not occupied, as the married people used to tell us with pleasant frankness that they were quite tired of each other. We take the imbecile men and women for drives. The infirm people in the wards have, pretty often, concerts and tea parties. The blind go to classes every day with guides. The food is fairly varied; skilly is reserved for the able-bodied. We have between seventy and eighty skilled nurses for the sick. Each person has a good clean bed, often for the first time in his or her life. It is obligatory to have a bath once a fortnight, although this is not regarded as an unmixed blessing. Then we have a library, papers, and so forth."

"Yes, the jam sounds very well. But it is a big slice to spread over. Do you think that more outdoor relief can be administered without increasing pauperism."

"I incline to that view. We ought to have a good number of sensible women to visit the out-reliefs, and see that the money is properly spent. Old people are often not fit to look after themselves. They are dirty, illfed, and spend the money on drink. Sometimes when I feel desperate, I wish that every pauper could have 10s. weekly and be left to his own devices. But of course this is absurd. It would add to the problem of housing the poor; the money, judging by past experience, would soon be in the public-house; and we should be left to pick our inmates out of the gutter and begin once more."—*Pall Mall Gazette.*

"LA REINE EST MORTE."

[By E. S.]

Poor Marguerite! My complaint of her has been long and loud; her complaint of me, in the many miles she bore me with creak and groan, has been longer and louder. Yet, now that her dainty successor stands beside her in the hall, now that I see them both in undignified contrast, I cannot help feeling a bit of a traitor.

It had to come to this. It was a question of Marguerite's life or mine, not to say of both; and Marguerite had to go. In point of fact she has not gone yet, for she still leans her battered old frame against the wall, while her magnificent rival sits up aloft on the bicycle stand and looks down upon her. I wonder whether this pretty stranger would have submitted to my early inexperienced efforts with the devotion of a Marguerite! For a moment I am weak enough to be buried in the past—in Marguerite's past. It is only for a moment, however. Marguerite's present is always sufficiently obvious to obliterate Marguerite's past, and it is a relief to turn from her to my slender and beautiful Jonathan, as it sits, puffed up with air and pride, on the stand that was once Marguerite's. It is impossible to say, so early in our acquaintance, whether Jonathan is going to be a person or only a bicycle. After my experiences with Marguerite, I cannot help hoping, if it does turn out to be a person, that it will keep its personality under control. Indeed, on the whole, I am inclined to think that bicycles are best without personalities; and it was in search of a bicycle that was only a bicycle that I started out the other day to make a tour of the shops.

Now, there are various ways of buying a new bicyle. One way is to go to the shop across the bicycle that lies nearest, the one you have started at mechanically for months and months. This, no doubt, is the way that anybody who is not proud might buy a bicycle. The Professor bought his bicycle that way, only the other day. He happened to look at the clock at the end of a hard morning's work, saw there were just five minutes to spare before lunch, and went across the road to buy a bicycle. The Professor is not at all a proud person, not even about the bicyle he has bought; but perhaps it would be difficult to be proud about a bicycle called a "Ray of Sunlight," or some such name as that. "Why did you get it in such a hurry?" I asked him, curiously. "Why not?" said the Professor. I sought about for a reason, and suggested that he might have got a better one somewhere else. "Oh, no," said the Professor in his gentle, superior way; "bicycles are all alike, really, and everybody knows they are alike, and everybody goes on pretending they aren't. It's much better to acknowledge that they are, and then you can buy the first one you see. Saves no end of trouble." The Professor always silences me; he has such an amazing way of making a perfectly wild statement sound plausible that I never can think of anything to say until it is too late. On this occasion I could only refer to the enormous weight of the "Ray of Sunlight," but that did not ruffle the Professor at all. "Yes, it's heavy," he observed indifferently; "but the only thing I ever really like about a bicycle is its weight." Sometimes I cannot help thinking that the Professor is trying to pose.

I have often noticed that the aggravating statements of aggravating people have an aggravating way of coming true. Directly I tried my way of buying a bicycle, I found that the Professor was quite right—that bicycles were all alike. My way, of course, was not at all the same as the Professor's way. A woman who has been buying new hats for years could not be expected to buy a bicycle straight off. So I began by visiting all the principal makers, under the impression that I was going to compare their machines and make a deliberate choice in the end. Coming straight as I did from Marguerite, it was only natural that the first machine I saw should leave me breathless with admiration. Any bicycle that had all its spokes and did not wear its heart on its sleeve, in the shape of its ball-bearings outside its pedals, would have done that. "It's the first in the market," said the man confidently; "unequalled for speed, endurance, and lightness. Hill climbing? Why, it walks up them. No wasted energy, you see. All the nickel parts are thickly coated with copper, first; best enamelling throughout; only tested materials employed. Oh, yes, we *may* have one left next week."

I was strongly inclined to buy the first bicycle I saw, but I tore myself away and went into another shop, just to assure myself of the inferiority of all other machines. I felt a little downcast when the second man wheeled forward a machine to all appearances exactly like the one I had just seen. It seemed hardly credible that the world could contain two such beautiful machines, and it was a little disconcerting. "First on the road, first everywhere," the man was saying; "climbs hills so as you wouldn't know they were there. No wasted energy, and all the nickel parts thickly coated with——"

After that, I felt sure I was in a dream. I fled from shop to shop, only to be told the same thing over and over again; the world was packed with bicycles that possessed an unerring perfection and not a single mark of distinction. Once, I nearly sank as to fix upon one merely because it had an ingenious device for keeping the oil can in the handle-bar. It would, at least, be something by which to know my bicycle from everybody else's bicycle. Finally, I gave up my way of buying a bicycle and went round to consult Phyllis's husband.

Phyllis's husband is nothing if not enthusiastic. I had not been with him five minutes before I was as certain as he was that the Jonathan bicycle, which I had never even heard of, was the only bicycle for me. "The one thing I like about a bicycle is its lightness," he declared, as we walked round to the Jonathan shop. By this time I was so bewildered that one conflicting statement more than another made very little difference. "Now, the Jonathan, without counting the mudguards or the saddle or the brake, weighs just twenty-two pounds," he ran on. I was prepared to believe anything about a bicycle, after the morning I had spent, but I could not help wondering how any one was going to ride a machine without a saddle, except in a circus. In the hope of recovering my shattered senses I asked Phyllis's husband what he thought about chainless bicycles. "I don't think anything of them at all," was his prompt reply; "they never slacken, you see, like a chain does; you just have to go on without any effort of your own, whereas a chain machine keeps you back." No doubt Phyllis's husband is quite sane, but if any one could explain to me why it is an advantage to have a bicycle that keeps you back I should be glad.

It was quite a relief to arrive at the Jonathan shop. There was a serenity about the Jonathan man that composed my reeling brain. "Take it or leave it," he seemed to say, as he placed the Jonathan bicycle before us with the indifference that comes from an assured superiority. He did not dream of saying a word in its recommendation. Every adjective in the English and American languages having been used up in the catalogue, I supposed there was really nothing left for him to say. It *was* the first in the market, that was all; and anybody who could not see that, without being told, was unworthy of its possession. I am quite sure, in any case, that the Jonathan man did not think *I* was worthy of the Jonathan bicycle; but still, between Phyllis's husband and the Jonathan man, I speedily consented to become a purchaser. And I have had an uncomfortable sensation ever since that, in spite of my intention to buy the bicycle I wanted to buy, I have ended in buying the bicycle I was told to buy, which is not a nice reflection for any woman to make.

So that is why Marguerite has had to abdicate. I had a sentimental inclination, at first, to give her an honourable position in the hall for the rest of her days; but, unfortunately, there is no sentiment about Lionel, and the hall is Lionel's hall as well as my hall. It was certainly unfortunate that he should have tumbled over Marguerite's pedal in the dark, the other evening. Marguerite always had an unlucky faculty for putting her foot in it!

"I should like to know," he said with exaggerated calmness, "how much longer this hall has got to be turned into a bicycle shop."

"I rather thought of keeping Marguerite for a while," I ventured weakly. Lionel started. "But you've got a new one!" he exclaimed.

Just then Dorcas lighted the gas; and an answering gleam shone—not from Marguerite, but from the nickelled features of her successor. It was very base of me, but I could not help turning my back on Marguerite at last.

"La Reine est morte! Vive la Reine!" I said.

THE CHURCH OF ENGLAND CRISIS.

The Bishop of Gibraltar in the course of a lengthy letter to the *Times* says:—

We must be very sanguine and optimistic if, after reading the manifesto, which was sent forth a few days ago from the office of the English Church Union, and of which I have just received a copy, we suppose that any decisions which the two metropolitans may deliver on disputed points of ritual, or any reform of the Ecclesiastical Courts which our rulers may agree to make, will quiet the troubled waters and restore discipline, peace, and concord to our Church, so long as party organizations continue to be maintained. Whatever may be the good which these organizations effect, it is vastly outweighed by the evil. They exasperate and embitter controversy. They widden, deepen, and perpetuate our unhappy divisions. They blind men to the comparative of things. They create an *imperium in imperio*, weakening and even superseding rightful authority. They issue *mots d'ordre* regardless of the directions of our properly constituted rulers. They disintegrate the Church, and lead to disruption. This is no overdrawn picture of the havoc which the English Church Union is at present working. In the "Memorandum" which the society has issued this month, it states that "at present the whole discipline of the Church is in ruins." If such be the case who created the ruins? Not the great body of our clergy. They are obedient to their Bishop, loyal to the principles of the Prayer-book, faithful to their ordination vows. The ruins, so far as they exist, are the work of those members of the Church Union who refuse to bow to the law of their Church and country. And it appears from their recent manifesto that unless they are allowed to have their way they intend that our Church's discipline shall remain in ruins; for while they profess that "it is hateful even to seem to be in opposition to their Bishops," and admit that "if a Bishop requires one of his clergy to justify his practice before the metropolitan" he is acting on "a sound principle," they make no promise of obeying the metropolitan's decision. On the contrary, they show clearly that they will accept no decision with which they disagree. "No decisions," they say, "of Bishop or metropolitan can be assented to explicitly beforehand—obedience to them must depend upon what they are."

It appears from letters which have lately been addressed to *The Times* that there are members of the Church Union who disagree with the policy of the dominant section expressed in the recent "Statement" and "Memorandum," but had no opportunity given them of expressing the disagreement. It is much to be wished that such persons would combine with the great body of English Churchmen who belong to no party organization, and that their combined strength should be exerted in defence of our Church doctrine, worship, and discipline, and the support of duly constituted authority.

The Rev. H. Hensley Henson says:—

Lord Halifax adopts a tone of arrogant confidence which must deepen the profound suspicion which his recent action has caused in many minds by no means naturally disposed to think evil of so earnest, high-minded, and unselfish a man. The English Church Union, he positively asserts, stands committed to the fatuous declaration recently set forward. He sweeps aside with something like contempt the notion that any considerable proportion of the Unionists disapprove of the statements there advanced. "With perhaps one or two exceptions of no sort of importance," the union is said to be unanimous. I believe his lordship is misinformed. Within the last fortnight no less than four senior members of the union have expressed to me their emphatic disapproval of the policy adopted by the executive, and assured me that they were anxiously considering whether or not they ought to continue members in a society in which they no longer possessed any real influence. They told me further that many others were in the same position. In response to my earnest counsel that they should at once dissociate themselves from the union, they all in various phrases made the same reply, that the union had done good work in the past, that they could not lightly surrender membership consecrated by many year's duration, that they had a great personal regard for Lord Halifax, that they shrank from retiring during the crisis, that they hoped by remaining members to restrain the worst excesses of the council. I can understand the strength of such considerations, and I know that they appeal with peculiar force to men of loyalty and honour; nevertheless, I think they are wholly inadequate to justify action in lending their influence to the advocacy of projects which they disapprove. There is a limit to the claims of private associations; allegiance to the Church herself, and the high obligation of self-respect are compromised when that limit is over-passed.

THE SITUATION IN CHINA.

The negotiations between the British and Russian Governments regarding the Chinese Question were proceeding when the last mail left. Russia holds that China is not yet a second Africa to be marked out into spheres of influence, political, commercial, or otherwise. The "integrity and inviolability of the Chinese Empire," however much the phrase may seem to be contradicted by recent facts, is a maxim which Russia adheres to for her own sake, for, as the immediate land neighbour of China, she is now more than ever interested in maintaining the *status quo* in the Celestial Empire.

Official negotiations between Italy and China on the subject of the lease of Sanmun Bay are being carried on uninterruptedly through the intermediary of the British Chargé d'Affaires at Peking. Although the Chinese Government persists in its declaration that it cannot consent to the cession of Sanmun Bay, the Italian Government is confident that its attitude will soon be modified.

In Russian political circles we are told Li Hung-chang's return to Peking is hailed with great satisfaction, as Li is considered an out and out partisan of Russia's aggressive policy in Eastern Asia. It is reported that Prince Uchtomski, who is a close friend of the Czar, will proceed next month on a special mission to Peking.

The Vienna *Politische Correspondens* refers, in guarded language, to reports about a secret alliance between Japan and China against all the European Powers. "As a consequence of this understanding, all European instructors will shortly be dismissed from the Chinese Army." It is well known that Li Hung-chang supports the plan of an alliance with Japan, and that a strong party in the latter country advocates an alliance with China with the object of excluding all Europeans for Eastern Asia. Their projects, however, are scarcely up to date; for the influence and, if need be, the armed strength of European Powers can no longer be excluded. The report comes from St. Petersburg, and may be a *ballon d'essai*, with the object of finding out whether Japan has already entered into binding engagements with one or more European Powers to oppose Russian progress in China.

Baron von Heyking, the German Minister in Peking, who has taken sick leave on account of his throat complaint, and who will be unfit for active service for a long time to come, has been replaced by Baron von Ketteler, the German Minister in Mexico. Baron von Kettelar has a considerable experience of Chinese affairs, as he was Interpreter from 1873 to 1874, and Secretary from 1884 to 1890 to the German Legation in Peking. His previous experience should therefore prove valuable to his country in his new post.

Lu Hai-hwan, the Chinese Minister in Berlin, has forwarded, to the German Foreign Office an explanatory note from the Peking Government relative to the attacks on German officials and missionaries in South Shantung, offering every assistance to the German authorities in suppressing the threatened rising. The note adds that the town of I-Chow-fu has been garrisoned by Chinese troops, the Emperor having expressed his wish that the foreign missionaries and mining engineers there should be protected against further attacks.

The official *Reichsanzeiger* publishes the harbour regulations for Tsingtau, dated Jan. 15, and signed by Admiral Tirpitz on March 31. Paragraph 1 shows that the harbour is divided into an outer and inner part, the inner having for its northern limit a line from Woman's Island to the north point of Chiposan. The other paragraphs show that the harbour is open to all ships, which must hoist their flag on arrival and departure, the captain being required to hand to the authorities his bill of lading. Two and a-half cents are to be levied per ton. Opium must be imported in the original boxes, and the import of small quantities is forbidden. Any contravention of this regulation will entail forfeiture of the opium, and a fine of at least $500. The import of arms, ammunition, explosives, and material to be used for the production of explosives, is placed under official control. Ships carrying petroleum or explosives must anchor in a certain roadstead, and have to show a red flag at the foremast. The remaining regulations concern cases of sickness on board, the treatment of deserters, &c.

With regard to the rumours published abroad concerning the political designs of Denmark in East Asia, it is semi-officially announced that the despatch of a cruiser to the Far East is solely for the purpose of strengthening Denmark's commercial position in Siam and China, and that it has no political object.

The Vienna papers continue to urge that Austria ought not to stand apart from other first-class Powers, and demand nothing from China; and only a few days ago an Austrian merchant pioneer, Herr Fischer, who had just returned from China, in a lecture before the Vienna Geographical Society, recommended that that country should appropriate the rich province of Fukien, the only one on the coast, he said, to which nobody has, so far, laid claim. This last assertion, it may be noted, is inaccurate, as Japan, the mistress of Formosa, has already an assurance from China that Fukien, which lies just opposite the island, shall not fall into any other hands than her own.

The Special Correspondent of the *Morning Post*, writing from Chungking, Jan. 30, states:—It has often been remarked that wherever the Viceroy of a Chinese province was resolved to keep the peace with foreigers, orders were given to subordinate officials to avoid quarrels with the Catholic Missions or their converts, and when quarrels did break out the orders were to patch them up immediately and to cede everything that was required to prevent the missionaries from making a claim through their Consuls. The rule was partly followed and partly disregarded in the provinces, and this has been especially the case in Szechuen, where sometimes the higher authorities have winked at, if not encouraged, the attacks on Christians, while at other times they have repressed these attacks with severity. Probably it was always a matter of calculation as to which course would entail the least inconvenience on the high officials themselves. This seems to be fairly well illustrated in the history of the particular case of Yu Mantse against the Szechuen Missions. This man had been at one time arrested by the authorities on account of a quarrel which he had with the Roman Catholics, and he was imprisoned, probably with little regard to his guilt or innocence. A mob rose, attacked the prison, and released him. The official concerned, either under compulsion or by connivance with the mob, went through the form of a trial and acquitted the prisoner. So far the popular side. But this same official then got into trouble with the higher authorities, was obliged to retire from the public service, and is believed to have committed suicide. The whole incident, of course, greatly enhanced the prestige of Yu Mantse, who set about collecting a large following, and then went in to open rebellion with the secret approval, it is believed, of many of the officials.

The present Taotai is very anti-foreign and weak, two characteristics which generally go together. When I called on him with Mr. Wilson, a Mr. ——, one of the Taotai's servants was overheard, as we went out, saying: "The dirt has entered and the dirt has gone hence, but it leaves a nasty stain behind." We went back and remonstrated with the Taotai, who quoted some ancient maxim to his followers concerning the etiquette of hospitality. It was this official to whom I had to apply for an escort into Kweichow and Yunnan. He did everything possible to dissuade me from making the journey, frightening me with the disturbed state of the country. When his efforts to frighten had been exhausted he began to plead on his own behalf his responsibility for anything that might happen on my journey. I was however, inexorable, and pressed for an efficient escort, failing which I would go in any case, and telegraphed to Peking and to London what I had done, leaving the whole responsibility for consequences on him. The result is that I am to have six picked, armed men to Kweiyang, those I take from Chungking to be changed on the road.

I understanding that Mr. Litton is now on his way back from Kweiyang, and I hope to have the luck to meet him on the road. Everyone in Chungking agrees that he has discharged his mission splendidly in Kweiyang. No man is so looked up to by the scattered British communities of Missionary and others in the West of China as Mr. Litton. They say he is keen, strong, thoroughly self-reliant and fearless, and one not to be put on with plausible words. He stayed at Kweiyang without any support but by his own resolution, and saw the guilty officials punished. A few such men in the interior of China, properly supported, would reawaken hope of the conservation of both British and Chinese interests. [We have since heard of the removal of this meritorious officer to a subordinate post in the Consulate at Canton.]

Bishop Cassels, Dr. Hudson Taylor, and the Protestant Missionaries gathered here at present, as well as the Roman Catholic Fathers, consider Szuchuen and Hupeh and the country generally to be in a very dangerous situation. The Empire, they say, is being partitioned by foreigners, the Central Government has no power, while the authority of the Chinese officials is being everywhere weakened, and there is universal unrest and discontent. Only the trading and well to-do classes are in favour of order, all others sympathise with Yu Mantse, and are ready to follow him or any other man who may rise to lead the attack against law and order.

THE TONGAN ISLANDS.

A rumour has reached England to the effect that H.M.S. *Tauranga* called at the Tongan islands and formally annexed them in the name of Great Britain. Writing to the London *Globe* with respect to these islands a correspondent says:—

"It is quite certain that if we do not annex the islands Germany will, sooner or latter, establish herself in what, from their proximity to New Zealand and Fiji, are virtually outposts of our Australasian dominions. Hence, if they must be filched from their native owners, England in her own interests should be the chief. The island of Vavau possesses the finest natural harbour in the South Seas; a land-locked and hill-encircled deep-water port where all the navies of the world might ride together in absolute security, and if we allow this magnificent naval base to pass into the mailed hands of a jealous and aggressive rival we shall be as short-sighted as we were when, to the disgust of the Australians, we permitted the French to forestall us in New Calodonia. The German plea for disturbing the status quo in the Friendly Islands scarcely holds water in view of the fact that for one debt owed by the natives to the German firm there are probably three due to English traders. Disastrous hurricanes and bad seasons have combined to reduce the Tongans to great but, I trust, only temporary poverty; and as many of them have been unable to pay the Government taxes, a default which entails the risk of imprisonment, I can understand that the traders may also have had a bad time of late. But as these gentlemen persist in giving credit to the natives, well knowing they have no business to do anything of the sort, much pity for their misfortunes would be misplaced. The Friendly Islanders trade chiefly with Australia and New Zealand, mainly by means of the steamers of the Union Steamship Company of New Zealand. A few years ago the North German Lloyd Company placed an experimental steamer, the *Luebeck*, on the route, but she ran a disastrous loss, and was soon withdrawn, leaving the Union Company to its present undisturbed monopoly. The great majority of the white inhabitants of Tonga are of British nationality. The half-castes mostly call themselves British, and speak the English language. The Tongans are all devout Christians. Our missionaries converted them, taught, clothed, and doctored them. They sing our hymns and anthems, and their brass bands murder "God Save the Queen." Once they were, perhaps, the most dreaded warriors of the Pacific. Now they are gentle, lovable, helpless, harmless, and purposeless people. We have converted them into sheep, and having done so we have for a long time shepherded them. It now becomes our duty to see that no strange dog shall worry them."

AN EXCITING ENCOUNTER WITH A LEOPARDESS.

A Saidpur correspondent writes to an Indian paper on the 15th April:—This afternoon a young man, Mr. Maurice Allen by name, employed as an apprentice in the Locomotive Workshop, was severely mauled by a leopardess, measuring 7 feet, which, after an exciting encounter, was killed, but not before it had fatally injured one of the natives and slightly hurt a *durwan* in the service of Mr. Terence Dowling. After their day's work, three young men, Messrs. Allen, J. C. Baptiste, and Waters, sallied forth in quest of game, and were quite unprepared for the excitement that followed. Having gone some four miles, accompanied by their dogs they got *khubbur* that some leopards were quite close by and were further informed there had been loss of cattle almost daily, and what was worse, that two or three men had been killed. Mr. Allen tried to persuade some of the men, who were perched on trees, to frighten the brute out of its lair, but to no purpose. Finding all his attempts futile, he cautiously approached the bamboo tope, followed by the dogs, which suddenly rushing at the brute, caused it to leave its hiding place. Mr. Allen, who was not far away, fired after it had killed one of the dogs, but in the excitement of the moment he missed the brute which, springing furiously at him, bit him severely on the left shoulder, leaving deep, ugly scratches on his legs. The gun dropping from his hand, owing to the suddenness of the attack, Mr. Allen hit the brute a terrible blow on his back, knocking him off his body. In the meanwhile the *durwan* came up with his gun, but he too was attacked and injured slightly. Mr. Cecil Baptiste, however took a steady aim and

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Milroy, will be despatched for the above Ports, TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 20th May, 1899. [673a

THE OSAKA SHOSEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"SUMIDAGAWA MARU,"

Captain Namekata, will be despatched for the above ports, TO-MORROW, the 21st instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 20th May, 1899. [649a

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at 3 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 15th May, 1899. [651a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Cobban, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 4 P.M.

This steamer has Superior Accomodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th May, 1899. [668a

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"UNDAUNTED,"

will be despatched for the above port, on or about the 24th instant; to be followed by the S.S. "BENLOMOND" about 3rd June.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th May, 1899. [547a

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI AND KOBE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1899. [667a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS,"

Captain Barwise, will be despatched as above on THURSDAY, the 25th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th May, 1899. [561a

THE "MOGUL" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship

"AFRIDI,"

Captain Golding, R.N.R., will be despatched for the above ports, on FRIDAY, the 26th instant, at Noon.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 18th May, 1899. [676a

FOR NEW YORK VIA SUEZ CANAL.

THE British Steamship

"VORTIGERN,"

Captain Fairweather, will be despatched for the above port, on or about the 27th instant.

To be followed by the S.S. "MACDUFF" and S.S. "AFRIDI," at Short Intervals.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 13th May, 1899. [546a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Finlayson, will be despatched as above on THURSDAY, the 1st June.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1899. [671a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"HECTOR,"

Captain Barr, will be despatched on FRIDAY, the 2nd June.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1899. [660a

Consignees.

NOTICE TO CONSIGNEES.

S.S. "BIRCHTOR,"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED.
Agents.

Hongkong, 19th May, 1899. [678a

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,
Proprietor & Manager.

Hongkong, 28th April, 1899. [12

Intimations.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITHS, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

THE MUTUAL STORES.

26, 28 & 30, POTTINGER STREET. [1389

Have just received another Consignment of

LIPTONS FAMOUS GOODS

INCLUDING

TEA, COFFEE, COCOA, HAMS, BACON, JAM, BISCUITS, ETC., ETC.

Hongkong, 25th April, 1899.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Ohmura Coal Mines.
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Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wkg, Co., Shanghai.
Onoda Cement Company, Japan.
Kanegatuchi Cotton Spinning Mill, Japan.
The Miike Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45



Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS,

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c. &c., &c.,

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [39

THE LEADING CATERERS.

COMPARE OUR
MEMU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.

Hongkong, 1st September, 1897. [39

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S BICYCLES—PRICE...$160. A special reliable Watch made for this Climate.

Quality A.....$16
Quality B.....$12

10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office
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JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.

Hongkong, 2nd May, 1899. [596a

MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [45

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a

SIEN TING,

SURGEON DENTIST,
No. 30, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.

Hongkong, 27th September, 1898. [43

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

GERARD C. TOBEY, American bark, J. F. Surtlef.—By Order.
QUEEN MARGARET, British ship, Fraser—Standard Oil Co.

EXCHANGE.

Hongkong, 20th May.

ON LONDON, Telegraphic Transfer	1/11⅛
" Bank Bills, on demand	1/11 11/16
" Credits, 4 months' sight	2/0
" D'ments, 4 months' sight	2/0⅛
ON BERLIN, (demand)	M. 2.01⅛
ON PARIS, Bank Bills, on demand	2.48½
" Credits, 4 months' sight	2.52
ON NEW YORK, Bank Bills, on demand	47⅛
" Credits, 30 days' sight	48⅛
ON BOMBAY Telegraphic Transfer	147½
" On demand	148
ON SHANGHAI, Telegraphic Transfer	72⅛
" Private, 30 days' sight	73
ON YOKOHAMA, T.T.	4¼ per cent. prem.
Sovereigns, Bank's Buying Rate	$10.04
Gold Leaf 100 touch, per tael	52.75
Bar Silver	28
Dollars	1⅛ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 20th May.

New Patna	745	per chest.
Old "	745	"
New Benares	737½	"
New Malwa, cradle	700	per picul
(Allowance, Tael 24/40)		
Old Malwa, credit	750/820	"
Persian, paper	690/770	"

The Share Market.

LATEST QUOTATIONS.

(May 20th.)

Banks.

Hongkong and Shanghai Banking Corporation —296 per cent. prem.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$22.
Do. Do. —$22.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$225 buyers.
China Traders' Insurance Co., Limited—$62.
North China Insurance Co., Ld.—Tls. 180.
Yangtsze Insurance Assoc. Ld.—$114.
Canton Insurance Office, Ld.—$142½ sellers.
Straits Insurance Co., Ld.—$4½.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$312½.
China Fire Ins. Co., Ld.—$83.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$29½.
Indo-China Steam Navigation Company, Ld. —$66⅔ buyers.
China and Manila S.S. Co., Ld.—$79.
Douglas Steamship Co., Ld.—$56½.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$14.

Refineries.

China Sugar Refining Co., Ld.—$174.
Luzon Sugar Refining Co., Ld.—$54 buyers.

Mining.

Punjom Mining Co., Ld.—$8.
Do. Preference Shares—$1.60.
Société Française des Charbonnages du Tonkin—$180.
Queen Mines, Limited—$0.55.
Jelebu Mining and Trading Co., Ld.—$10.
Raub Australian Gold Mining Co., Ld.—$60½.
Olivers Freehold Mines, Ld.—(A) $7.
Olivers Freehold Mines, Ld.—(B) $4.
Great Eastern and Caledonian Gold Mining Co., Ld.—$4.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—382 per cent. prem.
Hongkong and Kowloon Wharf and Godown Company, Limited—$86½.
Wanchai Warehouse and Storage Co., Ld.—$41.
New Amoy Dock Co., Ld.—$15.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld. —$9.75.
Hongkong Land Investment and Agency Co., Ld.—$82.
Kowloon Land and Building Co., Ld.—$24 buyers.
West Point Building Co., Ld.—$28.
Hongkong Hotel Co., Ld.—$87 buyers.
Humphrey's Estate and Finance Co., Ld.—$10.

Miscellaneous.

Green Island Cement Co., Ld.—$24½.
China-Borneo Co., Limited—In liquidation.
A. S. Watson & Co., Limited—$14½.
Hongkong Electric Co., Limited—$114.
Hongkong and China Gas Co., Ld.—$126.
Hongkong Rope Manufacturing Co., Ld.—$170.
Geo. Fenwick & Co., Ld.—$35.
Hongkong Ice Co., Ld.—$112.
Hongkong High Level Tramways Co., Ld.—$142½.
Dairy Farm Co., Limited—$32.
Hongkong & China Bakery Co., Ld.—$33 sellers.
Campbell, Moore & Co., Ld.—$11.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$85.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 74.
International Cotton M'fg. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 70.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$3 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

VISITORS AT THE HONGKONG HOTEL.

Mr. J. H. Aitken
Mrs. John Angus
Mr. G. Apcar
Mr. A. R. Appoch
Mr. B. J. Barlow
Mrs. Beatty and child
Mr. C. L. Borrett
Mr. and Mrs. A. H. Bottenheim
Capt. Burnie
Mr. F. Bume
Mr. C. M. G. Burnie
Dr. F. W. Clark
Mr. C. Crane
Mr. Wm. Dennis
Mr. J. Deronzier
Miss Drum
Madame Eid
Mr. A. H. Ellis
Mr. F. H. England
Mr. F. P. Fell
Mrs. John Gibson
Mr. J. E. Gibson
Capt. Goddard
Major and Mrs. Griffin
Mr. and Mrs. A. G. Griffin
Mr. J. H. Grimes
Mr. E. R. Hallifan
Mr. R. J. Hall
Mr. B. F. Hamersley
Mrs. Hillman
Mr. E. H. Hinds
Mr. C. H. Horsey
Mr. T. Howard
Mr. Wm. K. Hughes
Mr. R. Fleming Johnston
Mr. and Mrs. Joseph
Mr. and Mrs. Judah
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Miss Toohy
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Mr. and Mrs. Reginald Turner and family
Mr. and Mrs. W. E. Turner
Consul Valpicolli
Mr. and Mrs. Whitlow
Major and Mrs. Wight
Mr. A. F. Williams

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Airlie	Port Darwin	To-morrow
Hohenzollern	Nagasaki	To-morrow
Taiyuan	Port Darwin	May 22nd
Koh-i-nur	Singapore	May 22nd
Lennox	Kobe	May 22nd
Tartar	Moji	May 22nd
Kasuga Maru	Nagasaki	May 23rd
Inaba Maru	Singapore	May 23rd
Coptic	San Francisco	May 26th
Futami Maru	Thursday Id.	May 27th
Eastern	Singapore	May 27th
Empress of China	Vancouver	May 30th
Athenian	Vancouver	May 30th
America Maru	San Francisco	June 3rd
Hiroshima Maru	Singapore	June 5th
Olympia	Tacoma	June 6th
City of Peking	San Francisco	June 13th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Afridi	Yokohama, &c.	May 26th
America Maru	San Francisco, &c.	June 13th
Australian	Sydney, &c.	May 23rd
Bamberg	Havre, &c.	June 15th
Bayern	Straits, &c.	July 19th
Belgian King	San Diego, &c.	June 20th
Bingo Maru	Marseilles, &c.	June 4th
Carlisle City	San Diego, &c.	Aug. 20th
Carmarthenshire	San Diego, &c.	July 20th
China	San Francisco, &c.	July 18th
City of Peking	San Francisco, &c.	June 22nd
City of Rio	San Francisco, &c.	May 27th
Columbia	Portland, &c.	July 8th
Coptic	San Francisco, &c.	June 6th
Deike Rickmers	New York, &c.	July 5th
Doric	San Francisco, &c.	July 25th
Emp. China	Vancouver, &c.	June 7th
Emp. India	"	June 28th
Emp. Japan	"	July 19th
Esmeralda	Manila, &c.	May 23rd
Futami Maru	Japan	May 29th
Gaelic	San Francisco, &c.	July 1st
Glaucus	London, &c.	May 25th
Glenogle	Victoria, B.C.	May 30th
Haimun	Swatow, &c.	May 21st
Hector	London, &c.	June 2nd
Heidelberg	Havre, &c.	May 23rd
Idzumi Maru	Seattle, &c.	June 1st
Inaba Maru	Y'hama (Direct)	May 24th
Indrapura	New York, &c.	June 29th
Japan	Japan	May 22nd
Jason	Amoy	May 23rd
Java	London	June 1st
Kashing	Shanghai	May 23rd
Kasuga Maru	Thursday Is., &c.	May 26th
Königsberg	Havre, &c.	June 25th
Lennox	Portland, &c.	June 3rd
Nanchang	Tientsin (Direct)	June 1st
Nippon Maru	San Francisco, &c.	May 21st
Nubia	Shanghai, &c.	May 26th
Olympia	Victoria, B.C.	June 17th
Parramatta	London, &c.	May 27th
Preussen	Singapore, &c.	May 24th
Queen Margaret	San Francisco	Qk. desp.
Rosetta	Japan	May 27th
Sachsen	Straits, &c.	June 21st
Siberia	Havre, &c.	May 30th
Sumidagawa	Swatow, &c.	May 21st
Tacoma	Victoria, B.C.	July 29th
Taiyuan	Nagasaki, &c.	May 25th
Tartar	Canada, &c.	June 1st
Thyria	San Diego, &c.	May 30th
Undaunted	New York	May 24th
Victoria	Victoria, B.C.	July 4th
Vortigern	New York	May 27th

VESSELS IN PORT.

Steamers.

AFRIDI, British steamer, 2,354, T. Golding, 15th May,—Saigon 11th May, Rice,—Chinese.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 16th May,—Kobe 11th May, General,—Gibb, Livingston & Co.

BENLARIG, British steamer, 1,453, R. Kroble, 17th May,—Saigon 13th May, Rice,—Gibb, Livingston & Co.

BIRCHTOR, British steamer, 2,378, Balleine, 18th May,—New York via Aden and Singapore 12th General.—Dodwell & Co.

CHINA, German steamer, 1,115, P. Voss, 17th May,—Saigon 13th May, Rice.—Siemssen & Co.

DAPHNE, German steamer, 1,271, Nissen, 18th May,—Moji 13th May, Coals.—Siemssen & Co.

DEN OF OGIL, British steamer, 2,831, Singer, 11th May,—Singapore 4th May, Kerosine.—Arnhold, Karberg & Co.

DON JUAN DE AUSTRIA, American steamer, Rowin, 20th Jan.,—Manila 16th January.

ESMERALDA, British steamer, 966, R. W. Cobban, 19th May,—Manila 16th May, General—Shewan, Tomes & Co.

GODAVERRY, French steamer, 713, Orain, 1st April,—Saigon 25th March, General.—Chinese.

HAIMUN, British steamer, 636, A. Milroy, 18th May,—Tamsui 16th May, General.—Douglas, Lapraik & Co.

HANOI, French steamer, 738, P. Menard, 19th May,—Haiphong 16th May, and Hollow 18th, General.—A. R. Marty.

HOKOKU MARU, Japanese steamer, 1,672, S. Kumamura, 12th May,—Cebu 7th May, Coal.—Order.

HONGKONG MARU, Japanese steamer, 3,385, W. E. Filmer, 18th April,—San Francisco 17th Mar., Honolulu 25th, Yokohama 12th April, and Kobe 13th, General.—J. S. Van Buren.

HYSON, British steamer, 2,779, D. Davies, 26th April,—Moji 22nd April, Coal.—Holiday, Wise & Co.

JASON, British steamer, 1,416, W. Lycett, 18th May,—Penang 9th May, General.—Butterfield & Swire.

KATSUYAMA MARU, Japanese steamer, 1,096, H. Yamada, 18th May,—Saigon 13th May, Rice and Rice-flour.—Dodwell & Co.

KEONG WAI, British steamer, 1,115, R. Unsworth, 2nd May,—Bangkok 26th April, Rice and Timber.—Yuen Fat Hong.

MARIE JEBSEN, German steamer, 1,778, T. C. Matthiesen, 18th May,—Java 8th May, Sugar.—Jebsen & Co.

MICHAEL JEBSEN, German steamer, 710, H. Bendixen, 15th May,—Moji 9th May, Coal.—Melchers & Co.

NIPPON MARU, Japanese steamer, 3,302, J. F. Allen, 10th May,—San Francisco 12th April, and Shanghai 8th May, General.—P. & O. S. N. Co.

PHRA CHOM KLAO, British steamer, 1,011, Fowler, 9th May,—Bangkok 1st May, Rice.—Yuen Fat Hong.

SUMIDAGAWA MARU, Japanese steamer, 460, S. Namekato, 17th May,—Swatow 16th May, General.—Mitsui Bussan Kaisha.

SUNGKIANG, British steamer, 994, C. B. N. Dodd, 10th May,—Manila 7th May, General.—Butterfield & Swire.

TRIGONIA, British steamer, 1,069, Phillips, 16th May,—Shanghai 13th May, General.—Arnhold, Karberg & Co.

TRIUMPH, German steamer, 785, A. Rieke, 19th May,—Pakhoi and Hoihow 18th May, General.—Jebsen & Co.

ZWEENA, British steamer, 940, J. H. Nesbitt, 18th May,—Iloilo 14th May, Dye-wood and Sugar.—Chinese.

Sailing Vessels.

ERIK, J. RAY, American bark, 918, Kasten, 11th May,—Singapore 12th April, Timber.—Sander, Wieler & Co.

G. C. TOBEY, American bark, 1,390, J. F. Shurtlef, 4th May,—Tacoma 7th Nov., Timber.—Order.

HENRY FAILING, American ship, 1,850, Merreman, 23rd Mar.,—Tacoma 12th Jan., Timber.—Master.

KASCUISKO, British ship, 1,192, Lewies, 25th Jan.,—Newcastle 19th November, Coal.—Master.

QUEEN MARGARET, American ship, 1,999, Fraser, 5th Mar.,—New York 17th Sept., Kerosine Oil.—Standard Oil Co.

WILLY KICKMERS, German 4-mast bark, 1,968, A. Wiechert, 12th May,—Cardiff 16th Dec., Coal.—Arnhold, Karberg & Co.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, Smith,—Hongkong, Canton, and Macao Steamboat Co.

Ho-nam, British steamer, 1,377, S. W. Goggio,—Hongkong, Canton, & Macao Steamboat Co.

Powan, British steamer, 1,890, A. M. Patrick,—Hongkong, Canton,—Macao Steamboat Co.

Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.

Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.

Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

White Cloud, British steamer, 752, A. Cruickshank,—Hongkong, Canton, and Macao Steamboat Co.

Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, Nunes,—Hongkong, Canton and Macao Steamboat Co.

Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.

City of Whampoa, Chinese steamer, 40,—Ah Yon.

Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Saikong, British steamer, 259, Kwong Wang Steamship Co.

Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.

Li, American lorcha.

Kongpak, British steamer, 147, G. C. Jones,—Kwong Lee Steamship Company.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

Post Office.

A Mail will close:—

For Canton—Per *Powan* to-morrow, the 21st instant, at 9 A.M.

For Holhow and Pakhoi—Per *Triumph* to-morrow, the 21st instant, at 9 A.M.

For Shanghai—Per *Loongsang* on Monday, the 22nd instant, at 9 A.M.

For Shanghai, Yokohama, Kobe and Nagasaki—Per *Japan* on Monday, the 22nd inst., at 9 A.M.

For Kobe—Per *Hokoku Maru* on Tuesday, the 23rd instant, at 11 A.M.

For Amoy and Manila—Per *Esmeralda* on Tuesday, the 23rd instant, at 2 P.M.

For Timor, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Australian* on Tuesday, the 23rd instant, at 3 P.M.

For Europe, &c., India, via Tuticorin—Per *Preussen* on Tuesday, the 23rd inst., at 5 P.M.

For Europe, &c., India, via Tuticorin—Per *Parramatta* on Saturday, the 27th instant, at 11 A.M.

For Yokohama, Kobe and Nagasaki—Per *Rosetta* on Saturday, the 27th instant, at 3 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China* on Wednesday, the 7th June, at 10.45 A.M.

Printed and Published by ETHELBERT FORBES SKERTCHLY, at No. 50, Queen's Road Central, in the City of Victoria, Hongkong.